9457441

Better Business Bureau®

BBB BUSINESS REVIEW

What is a BBB Business Review?

THIS BUSINESS IS NOT BBB ACCREDITED

Producers Oil Company

Fax: (918) 582-3062
427 South Boston, Tulsa, OK 74103-4199

No Rating

On a scale of A+ to F
Reason for Rating
BBB Ratings System Overview

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BBB Accreditation

Producers Oil Company is not BBB Accredited.

Businesses are under no obligation to seek BBB accreditation, and some businesses are not accredited becaus accreditation.

To be accredited by BBB, a business must apply for accreditation and BBB must determine that the business m which include a commitment to make a good faith effort to resolve any consumer complaints. BBB Accredited B accreditation review/monitoring and for support of BBB services to the public.

Reason for Rating

BBB rating is based on 16 factors. Get the details about the factors considered.

This business is not currently rated. BBB does not have sufficient information to issue a rating for this business.

Customer Complaints Summary

Complaint Type	Total Closed Complaints

0 complaints closed with BBB in last 3 years | 0 closed in last 12 months	
Advertising / Sales Issues	0
Billing / Collection Issues	0
Problems with Product / Service	0
Delivery Issues	0
Guarantee / Warranty Issues	0
Total Closed Complaints	0

Government Actions

BBB knows of no significant government actions involving Producers Oil Company.

What government actions does BBB report on?

Advertising Review

BBB has nothing to report concerning Producers Oil Company's advertising at this time.

What is BBB Advertising Review?

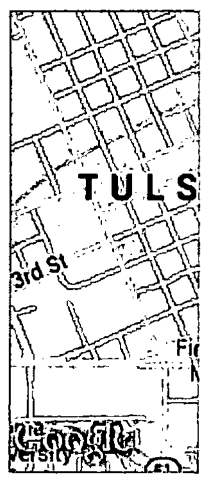
Additional Information

BBB maintains a report on a firm based on inquiry or complaint activity.

BBB has not received a sufficient volume of requests for information, nor has BBB received complaints on this firm to warrant the maintenance of a report. The information provided, however limited, is presented to assist you in your purchasing decisions or for any other purpose you deem relevant.

BBB suggests you read and understand company promotional materials and contracts and check company references and licensing, where applicable.

BBB file opened: 01/01/1944
Business started: 01/01/1907



Licensing

This company is in an industry that may require licensing, bonding or registration in order to lawfully do business. BBB encourages you to check with the appropriate agency to be certain any requirements are currently being met.

Contact Information
Principal: Mr. Gary Pierce (Manager)

Business Category
Oil Land Leases

Products & Services
The company states that it offers oil and gas lease operations.

634 F2d 487 Producers Oil Company v. Gore K

634 F.2d 487

PRODUCERS OIL COMPANY, an Oklahoma Corporation, Plaintiff-Appellant,

v.

Theodore GORE and Shirley K. Bernstein, Defendants-Appellees.

No. 77-1984.

United States Court of Appeals,
Tenth Circuit.

Nov. 20, 1980.

Holliman, Langholz, Runnels & Dorwart, Rosenstein, Fist & Ringold, Tulsa, Okl., for plaintiff-appellant; Frederic Dorwart, J. Michael Medina, A. F. Ringold, Tulsa, Okl., of counsel.

Conner, Winters, Ballaine, Barry & McGowen by John S. Athens, J. Denny Moffett and Douglas L. Inhofe, Tulsa, Okl., for defendants-appellees.

1

Before HOLLOWAY and BARRETT, Circuit Judges and MILLER, Judge, Court of Customs and Patent Appeals.

JUDGMENT

2

This matter comes on for further consideration in light of the argument of counsel, the briefs and the record on appeal and the opinion of the Supreme Court of the State of Oklahoma on the questions certified to it in this cause.

3

Upon consideration whereof, it is ordered that the judgment of the United States District Court for the Eastern District of Oklahoma entered September 30, 1977, 437 F.Supp. 737, is vacated. The captioned cause is remanded to that Court for further proceedings consistent with the opinion of the Supreme Court of the State of Oklahoma filed April 15, 1980, 610 P.2d 772.

4

The mandate shall issue forthwith.

Areas of Law in ,

PRACTICE AREAS

Accidents & Injuries	Employment
Bankruptcy & Debt	Family & Estates
Business	Government
Consumer Protection	Litigation
Criminal Law	Real Estate

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Oklahoma > **Tulsa** > **Producers Oil Company**

Producers Oil Company

Updated 3/13/2013 - This profile of Producers Oil Company was created using data from Texas Secretary of State

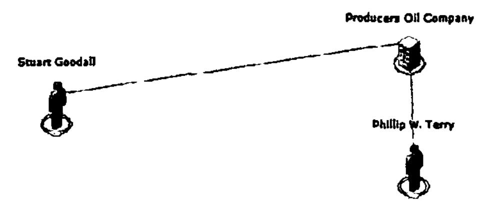
Company Reports from Dun & Bradstreet

Officers

Phillip W. Terry
VP
Director

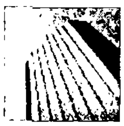
Stuart Goodall
P/S/T
Director

Connection Visualizer - Click an icon below to explore!



Layout: **View Large Format** | **Circular** | **Tree** | **ISOM** | **EfficientSugiyama** | **CompoundFDP**

Producers Oil Company

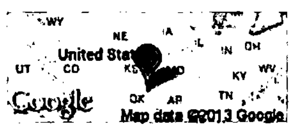


Producers Oil Company has a location in **Tulsa**, **OK**. Active officers include **Phillip W. Terry** and **Stuart Goodall**. Producers Oil Company filed as a *Foreign For-Profit Corporation* on Monday, May 02, 1977 in the state of **Oklahoma** and is currently active.

Filings: Foreign For-Profit Corporation (TX - Active)

Source: Texas Secretary of State last refreshed 3/13/2013

Company Reports from Dun & Bradstreet



711 Philtower Bldg
Tulsa, OK 74103

View nearby businesses

Officers at Producers Oil Company

Click on the icon to the left of the name to see the Connection Visualizer.

Phillip W. Terry	VP and Director at Producers Oil Company	Tulsa, OK

Stuart Goodall	P/S/T and Director at Producers Oil Company	Tulsa, OK

People who visited this profile also visited...

Cor Advisory Services LLC
Located in Kerrville, TX

Stuart Goodall
Located in Tulsa, OK

Phillip W. Terry
Located in Tulsa, OK

Stanley M. McCabe
Located in Tulsa, OK

Mark Kirschner

Phillip Terry

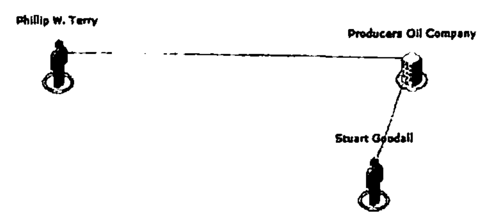
Updated 3/13/2013 - This profile of Phillip W. Terry was created using data from Texas Secretary of State

Connections

Producers Oil Company

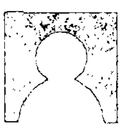
Stuart Goodall

Connection Visualizer - Click an icon below to explore!



Layout: View Large Format | Circular | Tree | ISOM | EfficientSugiyama | CompoundFDP

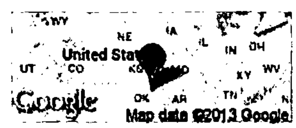
Info on Phillip W. Terry



Phillip W. Terry is associated with **Producers Oil Company** and holds several roles such as *VP and Director* . Phillip W. Terry has a relationship with **Stuart Goodall** and is located in Tulsa, OK.

Source: Texas Secretary of State last refreshed 3/13/2013

Contact Phillip W. Terry | Background Check | Criminal Check | Phone Number



711 Philtower Bldg
Tulsa, OK 74103

View nearby businesses

Connections for Phillip W. Terry

Click on the icon to the left of the name to see the Connection Visualizer.

Stuart Goodall	P/S/T and Director at Producers Oil Company	Tulsa, OK

Companies associated with Phillip W. Terry

Producers Oil Company	VP and Director are active roles held by Phillip W. Terry	Tulsa, OK

People who visited this profile also visited...

Producers Oil Company
Located in Tulsa, OK

Stuart Goodall
Located in Tulsa, OK

Phillip W. Terry
Located in Tulsa, OK

Mel Yarmat
Located in Apple Valley, CA

Stanley M. McCabe

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Oklahoma > Tulsa > Stuart Goodall

Stuart Goodall

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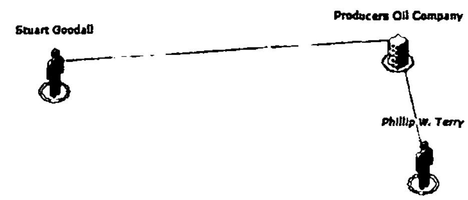
Updated 3/13/2013 - This profile of Stuart Goodall was created using data from Texas Secretary of State

Connections

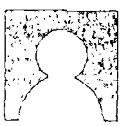
Producers Oil Company
Phillip W. Terry

Connection Visualizer - Click an icon below to explore!



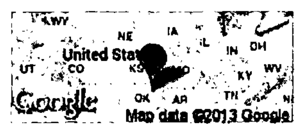
Layout: View Large Format | Circular | Tree | ISOM | EfficientSugiyama | CompoundFDP

Info on Stuart Goodall



Stuart Goodall is associated with Producers Oil Company and holds several roles such as *P/S/T and Director*. Stuart Goodall has a relationship with Phillip W. Terry and is located in Tulsa, OK.
Source: *Texas Secretary of State last refreshed 3/13/2013*

Contact Stuart Goodall | Background Check | Criminal Check | Phone Number



711 Philtower Bldg
Tulsa, OK 74103

View nearby businesses

Connections for Stuart Goodall

Click on [icon] to the left of the name to see the Connection Visualizer.

Phillip W. Terry	VP and Director at Producers Oil Company	Tulsa, OK

Companies associated with Stuart Goodall

Producers Oil Company	P/S/T and Director are active roles held by Stuart Goodall	Tulsa, OK

Possible Political Campaign Contributions

These campaign contributions may be related to Stuart Goodall. The Federal Election Commission (FEC) maintains these records. The results below are based on a name and ZIP code proximity match and are provided as a possible research tool only.

Contributions to Republicans: $500.00 Contributions to Democrats: $1,000.00

Transaction	Occupation	Location	Committee Name	Amount	
3/31/2007		Tulsa, OK	Obama for America	$1,000.00	Source
7/25/2001	Self-Employed/Oil Executive	Tulsa, OK	Cathy Keating for Congress	$500.00	Source

People who visited this profile also visited...

Producers Oil Company
Located in Tulsa, OK

Magna Investment Co
Located in Tulsa, OK

Phillip W. Terry
Located in Tulsa, OK

Joseph W. Kaplan
Located in Houston, TX

Harvey Ring

PRODUCERS OIL CORPORATION

Details

Filing Number:
 2300043071
Name Type:
 Legal Name
Status:
 OTC Suspension
Corp type:
 Foreign For Profit Business Corporation
Jurisdiction:
 DELAWARE
Formation Date:
 16 Jul 1923

Registered Agent Information

Name:
 UNA LEE ROBERTS
Effective:
 N/A
Address:

City, State , ZipCode:
 OK

PRODUCERS OIL COMPANY

Details

Filing Number:
1900051077
Name Type:
Legal Name
Status:
Dissolved
Corp type:
Domestic For Profit Business Corporation
Jurisdiction:
Oklahoma
Formation Date:
26 Mar 1926

Registered Agent Information

Name:

Effective:
N/A
Address:

City, State , ZipCode:

PRODUCERS OIL COMPANY

Details

Filing Number:
1900299292
Name Type:
Legal Name
Status:
Dissolved
Corp type:
Domestic For Profit Business Corporation
Jurisdiction:
Oklahoma
Formation Date:
25 Jun 1976

Registered Agent Information

Name:
THOMAS W MURPHY
Effective:
N/A
Address:
1350 S BOULDER STE 400
City, State , ZipCode:
TULSA OK 74119

129 F. 3d 131 - Producers Oil Company Charles Goodall v. Hartford Fire Insurance Company

129 F3d 131 Producers Oil Company Charles Goodall v. Hartford Fire Insurance Company

129 F.3d 131

97 CJ C.A.R. 2566

PRODUCERS OIL COMPANY and CHARLES GOODALL, Plaintiffs-Appellees,

v.

HARTFORD FIRE INSURANCE COMPANY, Defendant-Appellant.

No. 96-5071.

United States Court of Appeals, Tenth Circuit.

Oct. 28, 1997.

NOTICE: Although citation of unpublished opinions remains unfavored, unpublished opinions may now be cited if the opinion has persuasive value on a material issue, and a copy is attached to the citing document or, if cited in oral argument, copies are furnished to the Court and all parties. See General Order of November 29, 1993, suspending 10th Cir. Rule 36.3 until December 31, 1995, or further order.

Before PORFILIO, ANDERSON, and TACHA, Circuit Judges.

1

ORDER AND JUDGMENT*

2

This appeal presents only two questions for our resolution. Although appellant, Hartford Insurance Co., casts one issue in three roles, we conclude the seminal issue is the same no matter what form it takes; that is, whether the district court properly ruled inapplicable an exclusion in Hartford's policy. The second question is whether the district court properly awarded attorney fees to appellee, Producers Oil Co. We affirm on both issues.

3

The facts of this matter are well known to the parties and need not be set forth here. We therefore address whether Producers' evidence of its loss violated that part of the policy excluding an "inventory computation." We hold that it did not.

4

In our view, an inventory computation is a calculation "arrived at by taking a beginning inventory, adding purchases and deducting the cost of merchandise sold." Fidelity & Deposit Co. v. Southern Utils., Inc., 726 F.2d 692, 695 (11th Cir.1984) (citations omitted). This is not the type of calculation performed by Producers' expert witness. Instead, he analogized production levels of oil from the unit where the theft occurred to those on a geologically similar unit and concluded the records produced by Producer's employee were inconsistent with likely production levels on the first unit. Based on his study of the second unit and Producer's drilling methods, the expert calculated the number of barrels of oil that should have been produced on the first unit. Multiplying the barrel price of oil at the relevant time, the expert arrived at the dollar amount of loss from the theft.

5

Hartford maintains this methodology is "speculative" and perforce falls within the policy exclusion. Yet, the policy does not exclude all speculative evidence; only the product of "self-created inventory records" which may be "inexact reflections of actual inventory shortages if computed on the basis of assumed average mark-ups or profit margins." Hoboken Camera Ctr., Inc. v. Hartford Accident & Indem. Co., 226 A.2d 439, 447 (N.J.Super.Ct.App.Div.1967); see also Security Ins. Co. v. Wilson, 800 F.2d 232, 235 n. 3 (10th Cir.1986) (provision protects insurers from covering losses that might reflect poor bookkeeping or mismanagement). Thus, the purpose of the exclusion in employee fidelity policies is to counter total reliance upon a company's own administrative records and the human errors which may be attendant to those records.

6

To the extent the employee's records were introduced in this case, it was to show their inaccuracies when compared to other extrinsic evidence. This usage does not implicate the inventory calculation exclusion. See Paramount Paper Prods. Co. v. Aetna Cas. & Surety Co., 157 N.W.2d 763, 768 (Neb.1968) (inventory that is simply a list of materials amount to enumeration, not inventory calculation, and is not barred by exclusion provision).

7

Although Hartford strongly relies upon United States Smelting Ref. & Mining Co. v. Aetna Cas. & Surety Co., 372 F.Supp. 489 (S.D.N.Y.1974), the case is inapposite. There, plaintiffs attempted to demonstrate losses by comparing the company's inventory records, which included expected recovery based upon the applicable mineral extraction process, with actual recovery of precious metals. Id. at 493. But the company's own inventory records served as evidence establishing the loss, the precise scenario anticipated by the exclusion provision. Producers' use of expert testimony to prove loss through extrapolation and comparison with extrinsic evidence did not replicate the United States Smelting paradigm. See Southern Utils., 726 F.2d. at 695 (listing expert testimony as "evidence independent of any inventory or profit and loss computation").

8

Our review leaves us convinced the evidence produced here did not violate the policy exclusion. The district court did not err in any of its related rulings involving this issue.

9

Hartford raises three issues related to the district court's award of attorney fees to Producers. First, Hartford claims the district court erred in determining an award of attorney fees was mandatory under Okla. Stat. tit. 36, § 3629(B); next, appellant argues the district court improperly considered work performed prior to the filing of the proof of claim; and, finally, Hartford contends the district court erred by not apportioning fees.

10

Whether the district court believed it was discretionary or mandatory to grant fees is immaterial in our view. Although holding that Oklahoma law was now interpreted by state courts to require the granting of fees, the district court also indicated it would make the same award if it were discretionary. Thus, the results would be the same no matter which course the court followed. In our view, the basis for the award is patent, and we see no need to remand for further consideration of the fees awarded for the trial. We hold, however, Producers is entitled to fees for the appeal, and because we cannot engage in the necessary factual findings, we remand for determination of a reasonable amount.

11

We see no merit in Hartford's remaining points. Neither the policy nor the Oklahoma statute on prejudgment interest has any bearing whatever on the award of attorney fees, and Hartford's contrary position is specious. Moreover, Producers reduced the amount of fees it sought to account for work performed in relation to other parties. No further apportionment was necessary.

12

The judgment is AFFIRMED and the cause REMANDED for determination of a reasonable attorney fee to be awarded to appellee for this appeal.

*

This order and judgment is not binding precedent, except under the doctrines of law of the case, res judicata, and collateral estoppel. This court generally disfavors the citation of orders and judgments; nevertheless, an order and judgment may be cited under the terms and conditions of 10th Cir. R. 36.3

Areas of Law in ,

PRACTICE AREAS

Accidents & Injuries	Employment
Bankruptcy & Debt	Family & Estates
Business	Government
Consumer Protection	Litigation
Criminal Law	Real Estate

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ROWLAND DRILLING CO. - Came up under Search for Producers Oil

Details

Filing Number:
1910123783
Name Type:
Legal Name
Status:
Expired
Corp type:
Domestic For Profit Business Corporation
Jurisdiction:
Oklahoma
Formation Date:
12 Sep 1947

Registered Agent Information

Name:
CHARLES E FRANCE
Effective:
N/A
Address:
1706 1ST NATL
City, State , ZipCode:
OKC OK 00000

INDIAN REFINING COMPANY,
INCORPORATED

HAVOLINE Motor Oil

(through 1962)


HAVOLINE
REG. U.S. PAT. OFF.
-the power oil

The Texas Company / Texaco Inc.

(through 1985)

- Informal History Notes -

Compiled By

Jim Hinds

Columbus, Indiana

March 2001

In Memory of R. R. Hinds, Consignee

FOREWORD

1. These notes consist of information which I (with appreciable assistance) have been able to piece together on the corporate history of INDIAN REFINING COMPANY, *INCORPORATED*, the origins of HAVOLINE Motor Oil, and (to a lesser extent) the history of The Texas Company / Texaco Inc. Emphasis was placed on INDIAN REFINING COMPANY, and on an accurate account of HAVOLINE's early days, since surprisingly little such information (especially on the "old INDIAN") is readily available elsewhere. They are by no means a comprehensive history of The Texas Company / Texaco Inc. but only attempt to cover those events which I believe were most relevant to the histories of INDIAN REFINING COMPANY and HAVOLINE Motor Oil.

2. I am aware that these notes conflict, in some details, with "The Texaco Story – The First Fifty Years 1902-1952" (Marquis James, The Texas Company, 1953) which has come to be viewed as the "official history" of The Texas Company. Based on information which I have verified through multiple, independent sources, however, it appears that portions of the material with which Mr. James was given to work were either erroneous or misinterpreted.

3. I am also aware that there are certain discrepancies between what is presented here and some of the information currently (March 2001) posted on the "www.havoline.com" website maintained by Equilon LLC. Here, again, I believe that the individual tasked with that project was given incorrect data - probably including the book by Marquis James, mentioned above.

4. It is recognized that "The Texas Company", "TEXACO", "HAVOLINE", "INDIAN", *"FIRE-CHIEF"*, and *"Sky Chief"* are or were registered trademarks of Texaco Inc. They are used here for informa-tional and historical research purposes, only. These notes are in no way an official publication of Texaco Inc.

-

<u>28 March 1901</u> The Texas Fuel Company is among some 200 companies organized in the days immediately following the famed oil strike at Spindletop Hill near Beaumont, Texas. The company establishes an office in Beaumont.

<u>4 October 1901</u> John F. Havemeyer of Yonkers, New York incorporates The Havemeyer Oil Company under the laws of that state, for purposes (as detailed on its certificate of incorporation) related to "lubricating and *all other* oils *of every kind and nature"* (probably referring to whale oil, other animal renderings, and - possibly – to various seed oils, in addition to petroleum).

<u>2 January 1902</u> The Texas Fuel Company begins business.

<u>7 April 1902</u> The Texas Fuel Company becomes The Texas Company and incorporates under the laws of the State of Texas.

<u>1 January 1903</u> "TEXACO" (having originated as the cable address of The Texas Company) is first used as a product name.

3 November 1903 The Texas Company begins operations at its first refinery - Port Arthur [Texas] Works

14 November 1904 Although its plant is physically located in the tiny northwestern-Indiana hamlet of Asphaltum, and 99.8% of its common and 100% of its preferred stock are listed in the name of 23-year-old Richmond M. Levering (a Lafayette, Indiana native currently residing in Chicago, Illinois), Indian Asphalt Company incorporates under the laws of the State of Maine. (While not recorded, it is speculated that the name "Indian" is an allusion to Indiana - meaning land or place "of Indians".)

1904 The Havemeyer Oil Company - having developed a unique cold-filtration process and blending package for oils - coins, and first uses, the name "HAVOLINE".

1905 Realizing that the Jasper County, Indiana oil field which it originally intended to exploit is effectively depleted, Indian Asphalt Company is persuaded (in "an extensive campaign by the [Georgetown] Board of Trade") to move its offices and plant to Georgetown, Kentucky.

1 May 1906 Growing quickly in both size and scope, Indian Asphalt Company changes its name to INDIAN REFINING COMPANY. Its plant is upgraded to "refinery" status and its product line expanded to include paraffin wax, paint, and "Blue Grass"-brand axle grease, in addition to asphalt. Richmond M. Levering becomes the first president of the renamed company and is soon joined in business by his father and mentor - Indiana banker, financier, and entrepreneur J. Mortimer Levering - who becomes the company's secretary.

8 December 1906 "HAVOLINE" is registered as a trademark of The Havemeyer Oil Company for use as a brand name on *oils* (*not* strictly *motor* oil) *and greases*.

5 January 1907 Havoline Oil Company (a "spin-off" of The Havemeyer Oil Company) is incorporporated under the laws of State of New York. As with The Havemeyer Oil Company, its stated purposes include production, purchase, refining, sales, and other dealings involving *"animal"* oils and fats as well as "mineral" (i.e. petroleum) oils.

1907 Construction of INDIAN REFINING COMPANY's Lawrenceville, Illinois refinery is completed and the refinery begins operation.

1908 Although continuing to operate its Georgetown refinery, INDIAN REFINING COMPANY relocates its offices to Cincinnati, Ohio. The company also begins operation of a small refinery near East St. Louis, Illinois.

20 May 1909 As part of a program of rapid expansion, INDIAN REFINING COMPANY incorporates under the laws of the State of New York and purchases The Havemeyer Oil Company, Havoline Oil Company, and the by-now established "HAVOLINE" name (which is then registered as a trademark of INDIAN REFINING COMPANY as a brand name for *lubricating oils* - again, *not* strictly *motor* oil).

1909 Production of HAVOLINE products at the Lawrenceville refinery begins.

<u>1 December 1909</u> **Following a brief illness, J. Mortimer Levering (secretary of INDIAN REFINING COMPANY) passes away.**

<u>17 December 1909</u> **The Havemeyer Oil Company is dissolved.**

<u>2 September 1910</u> **INDIAN REFINING COMPANY (Maine) is chartered to do business in the State of Louisiana and begins operating a refinery in New Orleans**

<u>1909-1911</u> **Also included in this period of INDIAN REFINING COMPANY's expansion are the purchases of the Bridgeport Oil Company (Bridgeport, Connecticut), the Record Oil Refining Company (Newark, New Jersey), and the control of a large storage station at Kearny, New Jersey. The company launches a program aimed at making a full-scale entry into the European market.**

<u>16 March 1911</u> **Primarily in anticipation of expanding to the west coast, INDIAN REFINING COMPANY OF CALIFORNIA is created (and is incorporated under the laws of the State of New Jersey).**

<u>20 March 1911</u> **INDIAN REFINING COMPANY (New York) changes its name to INDIAN REFINING COMPANY OF NEW YORK and becomes the principal operating subsidiary of INDIAN REFINING COMPANY (Maine). The parent company's main offices are moved from Cincinnati to New York City. (Although its offices are moved, the company retains its close ties to the Cincinnati business community (which have existed since its inception as the Indian Asphalt Company) for many years. Its stock continues to be traded on the Cincinnati Stock Exchange and its board of directors includes (at various times) such well-known Cincinnati businessmen as William C. Procter, M. C. Fleischman, Lazard Kahn, and Bernard Kroger.)**

<u>1 April 1912</u> **INDIAN REFINING COMPANY OF LOUISIANA incorporates under the laws of the State of Louisiana.**

<u>December 1913 - January 1914</u> **In conjunction with a sweeping organizational and financial re-structuring, INDIAN REFINING COMPANY (Maine) applies for and receives "authority to do business" in the States of New York and California. It assumes those functions formerly performed by INDIAN REFINING COMPANY OF NEW YORK. The planned expansion to the far-West, however, is effectively cancelled and INDIAN REFINING COMPANY OF CALIFORNIA is dissolved. The company's president, Richmond M. Levering, resigns, as do several other senior officers.**

<u>1915</u> **INDIAN REFINING COMPANY closes its Georgetown and East St. Louis refineries and the company's overly-ambitious European venture (which has proven to be a severe financial drain) is abandoned.**

<u>December 1918 - January 1919</u> **In yet another reorganization, INDIAN REFINING COMPANY OF NEW YORK, INDIAN REFINING COMPANY OF LOUISIANA, Havoline Oil Company, the Record Oil Refining Company, and the Bridgeport Oil Company - all subsidiaries of INDIAN REFINING COMPANY (Maine) (hereafter referred to simply as INDIAN REFINING COMPANY) - are dissolved. The New Orleans refinery is closed.**

1920 INDIAN REFINING COMPANY purchases the capital stock of the Central Refining Company, which is located immediately north of the Lawrenceville refinery. The Central refinery facilities are ultimately reconfigured for lubricants manufacture.

1922 The globes for INDIAN gasoline pumps are redesigned: a red "ball" with "INDIAN" arched above and "GAS" arched below (both in dark blue letters) on a white globe, replaces the "running Indian" design which was previously used. (One-piece globes also include "HAVOLINE", in dark blue letters, vertically on each side.)

1923 The general offices of INDIAN REFINING COMPANY are moved from New York City to Lawrenceville.

1924 INDIAN REFINING COMPANY sells its remaining producing properties (consisting mainly of wells and leases in Illinois and Ohio) to the Ohio Oil Company (later to become the Marathon Oil Company).

1924-1925 Wishing to more closely associate the two names, INDIAN REFINING COMPANY adopts a totally re-designed "HAVOLINE" trademark and virtually identical "INDIAN GAS" logo, both of which prominently feature the red-white-and-blue "ball" which had first been incorporated into the original "HAVOLINE" logo in approximately 1922. A "dot" is added to the middle of the "D" and above the second "I" in the word "INDIAN" (replicating the dots within the "O" and above the "I" in "HAVOLINE"). "INDIAN HI-TEST" gasoline is introduced on a limited basis.

1926 The subsidiary Indian Pipe Line Corporation is sold to the Illinois Pipe Line Company.

May 1926 The Texas Company introduces "New and Better TEXACO Gasoline".

26 August 1926 The Texas *Corporation* is incorporated under the laws of the State of Delaware and, by exchange of shares, acquires substantially all outstanding stock of The Texas Company (Texas).

20 April 1927 The Texas *Company* incorporates (under the laws of the State of Delaware) as the principal operating subsidiary of The Texas *Corporation*. All assets of The Texas Company (Texas) are transferred to The Texas Company (Delaware) and The Texas Company (Texas) is dissolved. The Texas Corporation becomes the "parent company" of the by-now numerous "Texas Company" entities and other subsidiaries.

2 March 1928 The Texas Corporation acquires the California Petroleum Corporation, which is reorganized as The Texas Company (California).

16 August 1929 Its chemists and engineers (led by Dr. Francis X. Govers) having perfected a revolutionary solvent-dewaxing process, INDIAN REFINING COMPANY introduces "HAVOLINE WAXFREE" motor oil, replacing "HAVOLINE –*the power oil*" (which had, in approximately 1924, supplanted HAVOLINE IT MAKES A DIFFERENCE").

By 1930 "HAVOLINE" sales (both nation-wide and overseas) not only remain strong but grow, markedly, following the introduction of "HAVOLINE WAXFREE". But, while it had once been in the retail gasoline, kerosene, and fuel oil markets (to a varying extent) in over 25 states, the growing effects of the Depression, increasing difficulty in competing with the larger oil companies, the lack of reliable sources of crude, and (especially) the huge amount of money spent in developing the Govers solvent-dewaxing process, combine to force INDIAN REFINING COMPANY to retrench and restrict such marketing to Indiana, Michigan, eastern Illinois, northern Kentucky, and western Ohio. (Within this limited area, however, the company still has a well-developed and efficient distribution and sales network. Into the latter 1920's, for example, "INDIAN" accounts for some 20% of all gasoline sales in Indiana.)

1930 The Texas Corporation introduces "TEXACO Ethyl Gasoline" (which is renamed *"FIRE-CHIEF* Ethyl" 15 April 1932).

14 January 1931 The Texas Corporation gains controlling interest in INDIAN REFINING COMPANY, including the rights to HAVOLINE Motor Oil (and the all-important Govers solvent-dewaxing process) and INDIAN REFINING COMPANY's remaining active and inactive subsidiaries (the Indian Realty Corporation, the Central Refining Company, and the Havoline Oil Company of Canada, Ltd.). This also gives The Texas Corporation an established distribution and sales network and entry into the retail gasoline market in Indiana, Michigan, eastern Illinois, northern Kentucky, and western Ohio – areas in which it has not previously had any significant presence. (The Texas Corporation limits use of the "HAVOLINE" name to motor oil, only; it is not again used on products other than motor oil until the mid-1990's)

14 January 1931 – 15 March 1943 INDIAN REFINING COMPANY continues in operation as an "affiliate" of The Texas Corporation, although all sales outlets and company facilities and equipment are re-badged as "TEXACO". Production of "TEXACO" gasolines begins at the Lawrenceville refinery. "INDIAN" gasoline becomes a "sub-regular" (priced below "TEXACO" gasolines) and is added to the product line at most outlets, nation-wide. Production of "INDIAN" gasoline is included at other Texas Corporation refineries. (It is during this period that "INDIAN" pumps bear a distinctive plate - either round or rectangular - featuring an art deco Indian beadwork design.) National marketing and sales offices for INDIAN REFINING COMPANY are opened in Indianapolis, Indiana.

15 April 1932 "TEXACO *FIRE-CHIEF* Gasoline" is introduced.

1934 "HAVOLINE WAXFREE" is offered in refinery-sealed cans for the first time, and furfural solvent-extraction is added to the manufacturing process.

1935 Production of "HAVOLINE WAXFREE" at Port Arthur Works is begun in order to supplement the output of the Lawrenceville refinery.

May 1936 "New TEXACO Motor Oil" (also produced with the solvent-dewaxing/furfural solvent-extraction process but with a totally different and less-expensive formulation than that of HAVOLINE) is introduced.

<u>1938</u> "HAVOLINE – DISTILLED AND INSULATED" is introduced.

<u>October 1938</u> "TEXACO *Sky Chief* Gasoline" is introduced (replacing "*FIRE-CHIEF* Ethyl").

<u>1 November 1941</u> The Texas Company (California) is instructed to transfer all assets to The Texas Company (Delaware) and is then dissolved. The Texas Corporation "merges itself into" The Texas Company (Delaware). The Texas Company (Delaware) - hereafter referred to simply as "The Texas Company" - becomes the "parent company".

<u>15 March 1943</u> INDIAN REFINING COMPANY's stockholders transfer all of the company's property and assets to The Texas Company in exchange for shares of that company's stock. The Texas Company discontinues "INDIAN" gasoline and all other use in trade of the INDIAN name.

<u>24 April 1943</u> An agreement is implemented under which The Texas Company (partially by what amounts to cash purchase but, primarily, through exchange of shares) secures all INDIAN REFINING COMPANY stock, which is then cancelled. (INDIAN REFINING COMPANY, *INCORPORATED* is thus liquidated and is placed in "inactive corporation" status by the State of Maine (under whose laws it was incorporated) 31 December 1943.)

<u>30 April 1943</u> The Texas Company creates a second "Indian Refining Company", which it incorporates under the laws of the State of Delaware - a "shell" company which it lists as an inactive subsidiary.

<u>1946</u> "New and Improved HAVOLINE" is introduced.

<u>1950</u> "Custom-Made HAVOLINE" is introduced.

<u>Early 1950's</u> Lubricants production at the Lawrenceville refinery is discontinued; the lubricants production facility is dismantled and portions of that area of the property are disposed of.

<u>1953</u> "Advanced Custom-Made HAVOLINE" is introduced.

<u>1955</u> "Advanced Custom-Made HAVOLINE Special 10W-30" is introduced.

<u>26 August 1958</u> INDIAN REFINING COMPANY, *INCORPORATED* is officially dissolved by the State of Maine.

~~1 May 1959 The Texas Company becomes Texaco Inc.~~

> **New HAVOLINE cans are introduced. The "TEXACO" trademark replaces the INDIAN REFINING COMPANY-era red-white-and-blue "ball" in a totally re-designed "HAVOLINE" logo.**

<u>1980</u> For numerous reasons (among them the expense of needed technological

upgrades), the prospects for the Lawrenceville refinery's future profitability have eroded significantly. Unable to establish what might be a viable alternative means of supplying product to the area, Texaco Inc. makes the decision to withdraw from the retail gasoline market in that portion of the upper Midwest traditionally serviced by Lawrenceville.

1982 The marking of all 55-gallon TEXACO drums becomes black with a red band. TEXACO oil drums had, historically, been gray with a green band with one exception: HAVOLINE drums had continued to be painted dark blue with a white band and head – Texaco Inc.'s last remaining use of the colors of INDIAN REFINING COMPANY.

March 1985 The diminution of reasonably-accessible sources of suitable crude, the ever-increasing costs of compliance with governmental regulations, and other business considerations combine to make continued operation of the Lawrenceville refinery economically unfeasible. Texaco Refining and Marketing Inc. (a recently-formed subsidiary of Texaco Inc.) completes the withdrawal from the retail and wholesale motor fuels market in a contiguous area spanning Illinois, Indiana, Kentucky, and Wisconsin. The Lawrenceville refinery is closed.

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AFTERWORD

1. Texaco Refining and Marketing Inc. "sold" the idle Lawrenceville, Illinois refinery facilities to fellow Texaco Inc. subsidiary Indian Refining Company (Delaware) in 1988. In August 1989, follow-ing another change in ownership, both the refinery and Indian Refining Company (Delaware) were acquired by "second tier subsidiaries" of a Pennsylvania firm. The refinery was extensively re-furbished and put back in operation in November 1990. Unfortunately, it was again closed in September 1995, underwent subsequent changes in ownership and, as of this writing, is in the process of being dismantled.

2. While they were similar in name, were both associated with The Texas Company / Texaco Inc., and had a common place of business, there does not appear to have been a true lineal connection between the original INDIAN REFINING COMPANY, *INCORPORATED* and the second "Indian Refining Company" (a Delaware corporation). The property, assets and stock of the former had been transferred directly to The Texas Company before the latter was created, and the former was still in existence (albeit in "inactive corporation" status) for more than 15 years thereafter. All available information clearly indicates that the latter Indian Refining Company (Delaware) was a separate entity from INDIAN REFINING COMPANY, *INCORPORATED* and should not be confused with the "old INDIAN".

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Collection of articles, photographs, and notes of Mr. James Coleman, Olney, Illinois

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Notes of Mr. Charles Reister, Scottsdale, Arizona

Notes of Mr. Don Waggoner, Lawrenceville, Illinois

Notes of Mr. Paul Weeditz, Houston, Texas

INDIAN REFINING COMPANY – ADDRESS ON PACKAGING

INCLUDING HAVOLINE PRODUCTS BEGINNING IN 1909

GEORGETOWN, KENTUCKY '06-'08

CINCINNATI, OHIO '08-'11

NEW YORK CITY, NEW YORK '11-'23

LAWRENCEVILLE, ILLINOIS '23-'31 (AS A SOVEREIGN COMPANY)

LAWRENCEVILLE, ILLINOIS '31-'43 (AS AN AFFILIATE OF THE TEXAS COMPANY)

NOTE: ORIGINAL "ARROWHEAD" TRADEMARK USED ON *SOME* PACKAGING (*NOT* INCLUDING HAVOLINE PRODUCTS)

UNTIL REPLACED BY RED-WHITE-AND-BLUE "BALL" IN 1922.

MARKINGS (TO INCLUDE MANUFACTURER) ON HAVOLINE PACKAGING THROUGH 1962

THE HAVEMEYER OIL COMPANY '04-'07(?)

HAVOLINE OIL COMPANY (WITH "WINGED" LOGO) '07-'09

"IT MAKES A DIFFERENCE" (INDIAN REFINING COMPANY)(WITH ORIGINAL "WINGED" HAVOLINE LOGO) '09-'22

"IT MAKES A DIFFERENCE" (INDIAN REFINING COMPANY)(WITH RED/WHITE/BLUE "BALL") '22-'24

"THE POWER OIL" (INDIAN REFINING COMPANY) '24-'29

"WAXFREE" (INDIAN REFINING COMPANY)(OLD-STYLE CONTAINERS) '29-'34

"WAXFREE" (INDIAN REFINING COMPANY)(ROUND 1-QUART AND 5-QUART CANS) '34-'38

"DISTILLED AND INSULATED" (INDIAN REFINING COMPANY) '38-'43

"DISTILLED AND INSULATED" (THE TEXAS COMPANY) '43-'46

"NEW AND IMPROVED" (THE TEXAS COMPANY) '46-'50

"CUSTOM-MADE" (THE TEXAS COMPANY) '50-'53

"ADVANCED CUSTOM-MADE" (THE TEXAS COMPANY) '53-'59

"ADVANCED CUSTOM-MADE SPECIAL 10W-30" (THE TEXAS COMPANY) '55-'59

"ADVANCED CUSTOM-MADE - A TEXACO PRODUCT" (TEXACO INC) '59-'62

"ADVANCED CUSTOM-MADE - A TEXACO PRODUCT SPECIAL 10W-30" (TEXACO INC) '59-'62

NOTES:

1. "WINGED" HAVOLINE LOGO USED ON MOST HAVOLINE CONTAINERS AND PACKAGING UNTIL 1922;

POST-1909 PACKAGING ALSO MARKED "INDIAN REFINING COMPANY".

2. RED-WHITE-AND-BLUE "BALL" ON ALL HAVOLINE CONTAINERS AND MOST PACKAGING BEGINNING 1922.

3. USE OF ROUND, REFINERY-SEALED 1-QUART AND 5-QUART CANS BEGAN IN 1934. PREVIOUS

CONTAINERS WERE SQUARE OR RECTANGULAR AND HAD SCREW-ON TOPS.

Updated July 28, 2007

Texaco

From Wikipedia, the free encyclopedia

See also: Texico (disambiguation)

Texaco (*"The Texas Company"*) is the name of an American oil retail brand. Its flagship product is its fuel "Texaco with Techron". It also owns the Havoline motor oil brand.

Texaco

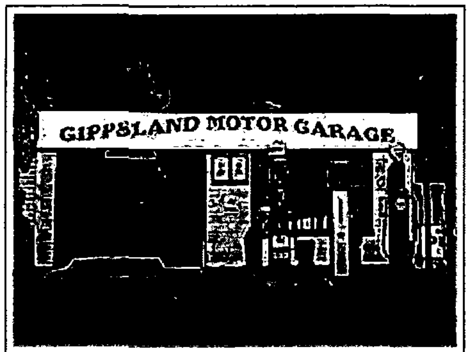
Products:	Gasoline Convenience store Some Locations: Carwash Automobile repair shop
Parent:	Chevron Corporation
Sister Companies:	Chevron Gulf
Creation:	1901
Official Website:	www.texaco.com (http://www.texaco.com)

Texaco was an independent company until its refining operations merged into Chevron Corporation in 2001, at which time most of its station franchises were divested to the Shell Oil Company. It began as the **Texas Fuel Company**, founded in 1901 in Beaumont, Texas, by Joseph S. Cullinan, Thomas J. Donoghue, Walter Benona Sharp, and Arnold Schlaet upon the discovery of oil at Spindletop. For many years, Texaco was the only company selling gasoline under the same brand name in all 50 US states, as well as Canada, making it the most truly national brand among its competitors. Its current logo features a white star in a red circle (a reference to the lone star of Texas), leading to the long-running advertising jingles "You can trust your car to the man who wears the star" and "Star of the American Road."[*citation needed*] The company was headquartered in Harrison, New York, near White Plains, prior to the merger with Chevron.

Texaco gasoline comes with Techron, an additive developed by Chevron, as of 2005, replacing the previous CleanSystem3. The Texaco brand is strong in the U.S., Latin America and West Africa. It has a presence in Europe as well; for example, it is a well-known retail brand in the UK, with around 1,100 Texaco-branded service stations. [*citation needed*]

Contents

History



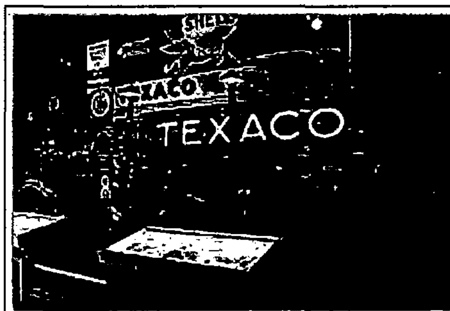
Gippsland Motor Garage, Old Gippstown, with 1930s Texaco gasoline pump and signage

Founding through 1930s

Texaco was founded in Beaumont, Texas as the Texas Fuel Company in 1901. In 1905, it established an operation in Antwerp, Belgium, under the name Continental Petroleum Company, which it acquired control of in 1913.[1] The next year, Texaco moved to new offices in Houston on the corner of San Jacinto and Rusk. In 1928, Texaco became the first U.S. oil company to sell its gasoline nationwide under one single brand name in all 48 states (50 states after Alaska and Hawaii joined the Union in 1959).

Antique Texaco advertising, Gippsland Motor Garage, Old Gippstown

Later, in 1931, Texaco purchased Indian Oil Company, based in Illinois. This expanded Texaco's refining and marketing base in the Midwest and also gave Texaco the rights to Indian's Havoline motor oil, which became a Texaco product. The next year, Texaco introduced Fire Chief gasoline nationwide, a motor fuel that meets the octane requirements for fire engines. It was promoted through a radio program over NBC hosted by Ed Wynn, called the *Texaco Fire Chief*. During this time, Texaco also supplied the Nationalist rebels in Spain with a total 3,500,000 barrels (560,000 m^3) barrels of oil.[2]



1939 Texaco tanker truck by Dodge on display at the Henry Ford Museum.

In 1936, marketing operations east of Suez (including Asia, East Africa, and Australasia) were placed into a joint venture with Standard Oil Company of California – Socal (Chevron) under the brand name Caltex, in exchange for Socal placing its Bahrain refinery and Arabian oilfields into the venture. The next year, Texaco commissioned industrial designer Walter Dorwin Teague to develop a modern service station design. In 1938, Texaco introduced Sky Chief gasoline, a premium grade fuel developed from the ground up as a high-octane gasoline rather than just an ethylized regular product. In 1939, Texaco became one of the first oil companies to introduce a "Registered Rest Room" program to ensure that restroom facilities at all Texaco stations nationwide maintained a standard level of cleanliness to the motoring public.

1940s and 50s


A Texaco fuel dispenser in United Kingdom


A Texaco fuel station in Miami Beach, Florida

In 1940, the CEO, Torkild Rieber, was forced to resign when his connections with German Nazism, and his supply of oil to the Fascist forces during the Spanish Civil War were made public by the *Herald Tribune* through information produced by British Security Coordination.[3][4][5] During the war, Texaco ranked 93rd among United States corporations in the value of military production contracts.[6] In 1947, Caltex expanded to include Texaco's European marketing operations. That same year, Texaco merged its British operation with Trinidad Leaseholds under the name Regent; it gained full control of Regent in 1956,[7] but the Regent brand remained in use until 1968-9. In 1954, the company added the detergent additive Petrox to its "Sky Chief" gasoline, which was also souped up with higher octane to meet the antiknock needs of new cars with high-compression engines. The next year, Texaco became the sole sponsor of The Huntley-Brinkley Report on NBC-TV. In 1959, the Texas Company changed its corporate name to Texaco, Inc. to better reflect the value of the Texaco brand name, which represented the biggest selling gasoline brand in the U.S. and only marketer selling gasoline under one brand name in all 50 states. It also acquired McColl-Frontenac Oil Company Ltd. of Canada and changes its name to Texaco Canada Ltd.[8] Around this time, Paragon Oil, a major fuel oil distribution company in the northeastern U.S, was acquired.

1960s and 70s


Texaco fuel station in Poá (São Paulo), Brazil

In 1964, Texaco introduced the "Matawan" service station design at a station in Matawan, New Jersey.[9] Two years later, Texaco replaced the long-running banjo sign with a new hexagon logo that had previously been test-marketed with the "Matawan" station design introduced two years earlier. The new logo featured red outline with TEXACO in black bold lettering and small banjo logo with red star and green T at bottom. The following year, the Regent name replaced by Texaco at British petrol stations.[10] In 1970, in response to increasingly stringent federal emission standards that would ultimately lead to mandating of unleaded gasoline in 1975 and later-model cars and trucks, Texaco introduced lead-free Texaco as the first regular-octane lead-free gasoline at stations in the Los Angeles area and throughout Southern California. lead-free Texaco became available nationwide in 1974. Eight years later, Texaco Canada Ltd. merged with Texaco Explorations Canada Ltd. to form Texaco Canada Inc.[8]

1980s and 90s

On November 21, 1980, the Lake Peigneur/Jefferson Island disaster occurred. Two years later, a new service station design was introduced. Several product names were also changed with the advent of self-service including Lead-free Texaco to Texaco Unleaded, Fire Chief to Texaco Regular, and Super Lead-free Sky Chief to Texaco Super Unleaded.

On November 19, 1985, Pennzoil won a US$10.53 billion verdict against Texaco in the largest civil verdict in US history. This was due to the fact that Texaco established a signed contract to buy Getty Oil after Pennzoil entered into an unsigned, yet still binding, buyout contract with Gordon Getty. In 1987, Texaco filed for bankruptcy. It was the largest in U.S. history until 2001.[11]

Texaco station in Kendall, Washington

The following year, Texaco and Saudi Aramco agreed to form a joint venture known as Star Enterprise in which Saudi Aramco would own a 50% share of Texaco's refining and marketing operations in the eastern U.S. and Gulf Coast.[12] In 1989, Texaco introduced System3 gasolines in all three grades of fuel, featuring the latest detergent additive technology to improve performance by reducing deposits that clog fuel injection systems. Texaco Canada Inc was sold to Imperial Oil with retail operations converted to Esso brand. Two years later, the company was awarded the National Medal of Arts.[13] In 1993, several dozen tribal leaders and residents from the Ecuadoran Amazon filed a billion-dollar class-action lawsuit against Texaco, as a result of massive ecological pollution of the area and rivers around Texaco's Ecuadorian offshore drilling sites, causing toxic contamination of approximately 30,000 residents.[14]

In 1994, Texaco's System3 gasolines were replaced by new CleanSystem3 gasoline for improved engine performance. The following year, Texaco merged its Danish and Norwegian downstream operations with those of Norsk Hydro under the new brand HydroTexaco. This joint venture was sold in 2007 to Norwegian retail interests as YX Energi, following the purchase of Hydro by Statoil. In 1996, Texaco paid over $170 million to settle racial discrimination lawsuits filed by black employees at the company. It was the largest racial discrimination lawsuit settlement in the U.S. at the time, and was particularly damaging to Texaco's public relations when tapes were released containing ethnic slurs used repeatedly by company officers at high-level corporate meetings. Two years later, the company formed the joint venture Equilon with Shell Oil Company, combining their Western and Midwestern U.S. refining and marketing.[15] This gave rise to the 2006 U.S. Supreme Court antitrust case of *Texaco Inc. v. Dagher*, which cleared both Texaco and Shell of any antitrust liability concerning the pricing of Equilon's gasoline. That same year, another joint venture, Motiva, was formed with Shell Oil Company and Saudi Aramco in which the Star Enterprise operations were merged with the Eastern and Gulf Coast U.S. refining and marketing operations of Shell.[15]

21st century

Chevron Corporation merged with Texaco six days later, and Shell purchased Texaco's interest in the Equilon and Motiva joint ventures.[16] Shell began converting its Texaco stations to the Shell brand the next year.[17] In July 2004, Chevron regained non-exclusive rights to the Texaco brand name in the U.S.[18] The following year, in August, Texaco introduced the Techron additive into its fuels in the U.S. and parts of Latin America.[19] In 2007, Delek Benelux took over marketing activities for Chevron in Benelux, including 869 filling stations, mostly under the Texaco brand.[20] Chevron Corporation also sold its Conoco stations in Mississippi to the Texaco brand name. In 2010, Chevron and Texaco ended retail operations in the Mid-Atlantic US, removing their brand from 1,100 stations in Delaware, Indiana, Kentucky, North Carolina, New Jersey, Maryland, Ohio, Pennsylvania, South Carolina, Virginia, West Virginia, Washington, D.C., and parts of Tennessee.[21]

Corporate headquarters

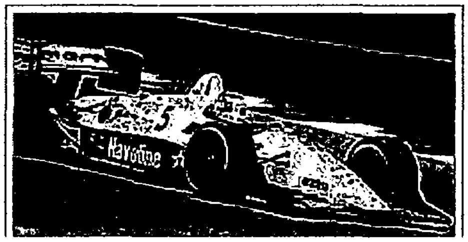
Prior to the merger, Texaco's headquarters, a 750,000-square-foot (70,000 m^2) building, were in Harrison, New York, near White Plains.[22][23][24] In 2002, Chevron sold the former Texaco headquarters to Morgan Stanley. Morgan Stanley bought the building and the surrounding 107 acres (0.43 km^2) for $42 million.[22]

In popular culture

A location was used in the opening scene of Cheech & Chong's Next Movie at 6407 West Sunset Boulevard (https://maps.google.com/maps?q=6407+W+Sunset+Blvd,+Los+Angeles,+CA&hl=en&sll=34.299398,-119.248936&sspn=0.169321,0.363579&oq=6407+w+sunset+blvd&t=h&hnear=6407+W-in Los Angeles, California where the main characters Cheech & Chong siphon gasoline from a tow truck. A Jack in the Box now stands at that location.

Sponsorships

Texaco is associated with the Havoline brand of motor oil and other automotive products. It was one of the sponsors of NASCAR with drivers like Davey Allison, Ernie Irvan, Kenny Irwin Jr., Ricky Rudd, Jamie McMurray, Casey Mears, and Juan Pablo Montoya.



Racing driver Nigel Mansell driving in the 1993 CART IndyCar World Series

Texaco last sponsored the #42 Dodge driven by Montoya. Havoline sponsored a NASCAR race car continuously from the early 1980s through the 2008 season. At the end of the 2008 NASCAR season, Texaco/Havoline officially ended their sponsorship with NASCAR and Chip Ganassi Racing. This brought to a close a 20-plus year relationship with the sport. Texaco has also has also been involved in open wheel racing, sponsoring the Texaco Grand Prix of Houston along with sponsoring drivers like Indianapolis 500 winner Mario Andretti and his son Michael.

Texaco was long associated with the Metropolitan Opera as sole sponsor of its radio broadcasts for 63 years. It was identified as well with such entertainment legends as Bob Hope, Jack Benny and Milton Berle (many of their shows were originally sponsored by Texaco – see Texaco Star Theatre, which includes the sponsorship lyrics of the opening theme: "We're the men of Texaco, We work from Maine to Mexico..."). Berle's program was broadcast in the same time slot as Fulton J. Sheen's religious program for a while, thus leading to Berle's oft-quoted quip, "We both have the same boss – Sky Chief!"

In Latin America (http://www.texco.com/worldwide/latinamerica/), Texaco sponsors Brazilian soccer superstar Ronaldinho. In West Africa (http://www.texaco.com/worldwide/africa/), Texaco sponsors the soccer-based comic Supa Strikas.

Environmental issues

Main article: Lago Agrio oil field

From 1965–1993, Texaco participated in a consortium to develop the Lago Agrio oil field in Ecuador. It has been accused of extensive environmental damage from these operations, and faces legal claims from both private plaintiffs and the government of Ecuador. The case has been widely publicized by environmental activists and is the subject of Crude, a 2009 documentary film by Joe Berlinger. Chevron claims that it is being unfairly targeted as a deep pocket defendant, when the actual responsibility lies with the government and its national oil company.

The NiMH chemistry used in modern hybrid vehicles was invented by ECD Ovonics founder, Stan Ovshinksy, and Dr. Masahiko Oshitani of the Yuasa Company[25][26] In 1994, General Motors acquired a controlling interest in Ovonics's battery development and manufacturing. On October 10, 2001, Texaco purchased GM's share in GM Ovonics, and Chevron completed its acquisition of Texaco six days later. In 2003, Texaco Ovonics

Battery Systems was restructured into Cobasys, a 50/50 joint venture between Chevron and Energy Conversion Devices (ECD) Ovonics.[27] Chevron's influence over Cobasys extends beyond a strict 50/50 joint venture. Chevron holds a 19.99% interest in ECD Ovonics.[28] In addition, Chevron maintains the right to seize all of Cobasys' intellectual property rights in the event that ECD Ovonics does not fulfill its contractual obligations.[29] On September 10, 2007, Chevron filed a legal claim that ECD Ovonics has not fulfilled its obligations. ECD Ovonics disputes this claim.[30] Since that time, the arbitration hearing was repeatedly suspended while the parties negotiate with an unknown prospective buyer. No agreement has been reached with the potential buyer.[31] Cobasys's patents relating to NiMH batteries expire in 2015.

In her book, *Plug-in Hybrids: The Cars that Will Recharge America* (http://www.newsociety.com/bookid/3934), published in February 2007, Sherry Boschert argues that large-format NiMH batteries are commercially viable but that Cobasys refuses to sell or license them to small companies or individuals. Boschert argues that Cobasys accepts only very large orders for these batteries. When Boschert conducted her research, major auto makers showed little interest in large orders for large-format NiMH batteries. However, Toyota employees complained about the difficulty in getting smaller orders of large format NiMH batteries to service the existing 825 RAV-4EVs. Because no other companies were willing to make large orders, Cobasys was not manufacturing nor licensing any large format NiMH battery technology for automotive purposes. Boschert concludes that "it's possible that Cobasys (Chevron) is squelching all access to large NiMH batteries through its control of patent licenses in order to remove a competitor to gasoline. Or it's possible that Cobasys simply wants the market for itself and is waiting for a major automaker to start producing plug-in hybrids or electric vehicles."[32]

In an interview with the Economist, Ovshinsky subscribed to the former view. "I think we at ECD we made a mistake of having a joint venture with an oil company, frankly speaking. And I think it's not a good idea to go into business with somebody whose strategies would put you out of business, rather than building the business.[33]"

In December 2006, Cobasys and General Motors announced that they had signed a contract under which Cobasys provides NiMH batteries for the Saturn Aura hybrid sedan.[34] In March 2007, GM announced that it would use Cobasys NiMH batteries in the 2008 Chevrolet Malibu hybrid as well.

In October 2007, International Acquisitions Services, Inc. and Innovative Transportation Systems AG filed suit against Cobasys and its parents for refusing to fill a large, previously agreed-upon order for large-format NiMH batteries to be used in the electric Innovan.[31]

In August 2008, Mercedes-Benz U.S. International Inc. filed suit against Cobasys claiming that Cobasys isn't delivering the batteries it agreed to build for Mercedes-Benz's planned hybrid SUV.[35]

Cobasys was sold[36] in 2009 to SB Li Motive, which is a joint venture formed by Bosch and Samsung to develop lithium ion batteries for automotive applications. The sale price was not disclosed. The German-Korean company will integrate Cobasys as the North American branch of the company. Cobasys will supply batteries to the new Mercedes ML450 hybrid.

See also

- Chevron Corporation
- Caltex – joint venture between Texaco and Chevron, now a major international brand name of Chevron Corporation

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| Oil companies of the United States
| Former components of the Dow Jones Industrial Average
| Superfund sites in California

HISTORY of THE TEXAS COMPANY

And PORT ARTHUR WORKS Refinery

by Elton N. Gish

The Port Arthur Works was a direct by-product of the January 10, 1901, Lucas gusher and the resulting Spindletop oil boom at Beaumont. Over 200 companies sprang up from the Spindletop oil boom, but only a handful of them was still in business 50 years later. Familiar local companies born of Spindletop black gold were the Gulf Oil Corp. and The Texas Company, with the latter being the only survivor today. The Texas Company was renamed Texaco, Inc. in 1959. From modest beginnings in 1902 with the construction of The Texas Company's first refinery, Port Arthur Works, an international, major oil company was born. On January 1, 1989, Saudi Refining, Inc. purchased 50% of Texaco's Port Arthur refinery as part of a joint venture with Texaco. This joint venture, known as Star Enterprise, includes two other Texaco refineries in Convent, LA and Delaware City, DE and all of Texaco's marketing in southeastern U. S. Later this year, a new alliance between Texaco, Shell Oil Co., and Saudi Aramco will be formed. This new alliance will be called Motiva Enterprises LLC.

On January 10, 1901, the world famous Lucas gusher shot a stream of black crude oil high above the derrick confirming Pattillo Higgins' prophecy of oil under the hill on Spindle Top Heights, later known simply as Spindletop. The geyser of oil flowed out of the 6-inch casing pipe for ten days at a rate of 70,000 to 100,000 barrels per day and collected in a temporary reservoir hastily constructed by building up earthen levees around the growing pool of oil. After the Hamill brothers successfully capped the gusher, an oil boom like no other witnessed swelled the size of Beaumont from 8,000 residents to more than 50,000 in a few months. Investors and men of vision rushed to Beaumont to see if they could take advantage of the new oil discovery. By the end of 1901, there were over 100 wells at Spindletop many of them located on "doormat" size pieces of land barely large enough for the derrick and drilling equipment.

The most significant company started during the Spindletop oil boom was The Texas Company. The new company was formed primarily by the efforts of two dissimilar men, J. S. Cullinan and Arnold Schlaet. Cullinan worked in the Pennsylvania oil industry and later went to Corsicana, Texas about 1898 when oil was first discovered in that district where he became the most prosperous operator in the field. He formed the Petroleum Iron Works, building oil storage tanks in the area. When the Spindletop boom came in January 1901, Mr. Cullinan decided to visit Beaumont. Schlaet managed the oil business of the Lapham brothers, who were New York leather merchants. Schlaet's field superintendent, Charles Miller, traveled to Beaumont in 1901 to witness the Spindletop activity and met with Cullinan whom he knew from the oil business in Pennsylvania. He liked Cullinan's plans and asked Schlaet to join them in Beaumont.

Two enterprising Texans, former Texas Governor J. S. Hogg and J. W. Swayne, were very active in the Spindletop development under the business name of Hogg-Swayne Syndicate. However, they did not have a market for their oil or a method of getting it to a point of shipment. They acquired land for a pumping station near Spindletop and for a refinery at Port Arthur. They also constructed storage tanks and started to lay a pipeline to Port Arthur where Spindletop crude could be loaded in barges or ships. Hogg and Swayne turned to Cullinan for his knowledge of the oil industry. Together they formed the Texas Fuel Company on March 28, 1901 with an investment of $25,000 from Hogg and Swayne and $25,000 from Schlaet and the Lapham brothers to market Spindletop crude oil. The holdings of The Texas Fuel Company initially consisted of 40 acres of land and a 37,500-barrel tank at the Port Arthur refinery site, and two 37,500-barrel tanks 1-1/2 miles from Spindletop known as Garrison Station. A contract awarded to Jack Ennis called for the completion of a 6-inch pipeline to the Port Arthur refinery site and on to the future location of Port Arthur Terminal. Early in 1902, thirteen 37,500-barrel tanks were constructed at Garrison Station and eight 37,500-barrel tanks (Nos. 15-22) at Port Arthur, and the company entered into negotiations for erection of a loading dock at Port Arthur Terminal.

The Texas Fuel Company went into business on January 2, 1902, with little cash at its disposal. The new company purchased land for a refinery site at Port Arthur, two tanks, and a quantity of pipe for a pipeline from Spindletop to Port Arthur at a cost of $39,695. Since The Texas Fuel Company was not set up to drill wells and produce crude oil, Cullinan organized the Producers Oil Company on January 17, 1902, as an affiliate of The Texas Fuel Company. John W. (bet-a-million) Gates and other prominent men invested about $90,000 in "certificates of interest" in the new company. In February 1902, The Texas Fuel Company opened its first office in a small wood-frame, corrugated iron building on Laurel Street in Beaumont that was called the Exall Building. One individual described Laurel Street as "the worst kind of a mud hole lying between the front door (of the Company office building) and the Southern Pacific railroad a few feet away." The Company occupied three rooms on the ground floor on the west side of the building and one room in the upper story. The entire office staff consisted of T. J. Donoghue, G. M. Worthington, A. C. Talbot, F. W. Freeman, A. C. Miglietta, C. D. Stillman (a surveying engineer), and J. S. Cullinan. In October 1902, the office moved to twelve rooms on two floors of the "Temperance Hall Building" in downtown Beaumont. In 1908, the Company's general offices moved to Houston.

In 1902, Spindletop produced about 17,500,000 barrels of crude oil with only 1,000,000 additional barrels produced in the rest of Texas. The Texas Fuel Company, capitalized at $50,000, was far too small to carry out the grand plans of Cullinan and Schlaet to market Spindletop crude. The Company needed much more investment capital to complete the pipeline and build a refinery. In March 1902, a new corporation, named The Texas Company, took over the assets of The Texas Fuel Company valued at $1,250,000. The transfer of assets to the new company occurred on March 21. On April 7, 1902, The Texas Company incorporated with a capitalization of $3,000,000. The stockholders of The Texas Fuel Company ratified the March 21 agreement on April 29 with all assets transferred to The Texas Company on April 30, 1902.

The Texas Company's first pipeline from Spindletop was completed to nearby railway loading stations of Garrison and Nederland on May 16, 1902, and to Port Arthur in August. The loading terminal at Port Arthur was opened on September 29. More than two dozen steel tanks were built at Garrison and Nederland stations along with one earthen tank with a capacity of 103,000 barrels. Earthen tanks were simply open rectangular-shaped reservoirs made by scraping out the local gumbo clay to form earthen levees to contain the crude oil. Several such earthen tanks were constructed in 1920 at the Port Neches refinery with wooden roofs (covered with roll roofing) built over them to keep out rain water. Spindletop crude was purchased for three to five cents per barrel and transported by tank cars and a 400-foot wooden vessel, Texas Barge No. 1, from Port Arthur to the Amesville, LA terminal where it was sold to northern refiners and railroads. Cullinan soon obtained contracts to sell crude at $1.00 per barrel to Mississippi River sugar plantations to be used as boiler fuel to replace higher cost coal. The first barge shipment of crude was loaded at Port Arthur the end of September 1902 and was delivered to the Magnolia Plantation on the lower Mississippi River. With the opening of transportation facilities, crude prices increased dramatically to an average of 21 cents per barrel in 1902.

The first shipment of crude oil came from four 1600-barrel wooden tanks owned by the Hogg-Swayne Syndicate. The oil flowed through an 8-inch pipeline 1-1/2 miles to Garrison Station where a steam pump filled steel tanks. The oil was then pumped through the 6-inch pipeline to tanks at the Port Arthur refinery site. Two 80 horsepower boilers furnished steam for two pumps that pumped the crude oil through a 6-inch line to the dock for loading purposes. Port Arthur Terminal was not in existence at that time and the oil was pumped directly from eight tanks (Nos. 15-22) to the boats. The engineers at Garrison Station were E. H. Buckner and Tim Mullin. J. C. Colligan was the engineer that loaded the first boatload of oil delivered from Port Arthur by The Texas Company. Mr. Colligan recalled very distinctly the "fight we had to put up against the mosquitoes" and another fight to keep the pumps going because of the foaming of the steam boilers caused by the salt water. Fresh water was not readily available for the boilers so they had to use "briny water picked up from the marshes". In order to complete the loading of the first cargo of oil, it was necessary to inject a little crude oil into the boilers about every thirty minutes to prevent foaming.

The first land purchase for the site of the new refinery, called Port Arthur Works, was made on February 18, 1902. The Texas Fuel Company bought 25.1 acres at the end of Houston Avenue from the Port Arthur Land Company for $100 an acre. There was nothing on this land at the time except for a small brickyard surrounded by bulrushes and salt marsh. Forty additional acres were purchased from E. J. Marshall on March 7 for $6,245, and another 25 acres were bought from the Port Arthur Land Co. on June 6. During 1902, a total of 90.1 acres of land had been purchased at an average price of $124.92 per acre. Over the next 18 years, another 3,470 acres were purchased from the Port Arthur Land Co. at an average price of about $27.65 per acre. Acquisition of land currently totals about 5,000 acres. On November 22, 1902, the first appropriation was made for the construction of a $150,000 refinery and $20,000 asphalt plant at the Port Arthur Works. Asphalt (purchased from the Gulf Refining Co. in Port Arthur) was the first product sold by The Texas Company in February 1903 long before the refinery was ready to operate. The Port Arthur Works refinery started operating on November 13, 1903, with the following: two 1,000-barrel shell stills for distilling crude oil, two asphalt stills, two burning oil agitators, an acid plant, barrel house, machine shop, and a small office building. The refinery produced about 1,000 barrels of products per day. The only products made that first year were distillates, fuel oil, residuum, and asphalt. In 1903, the refinery charge 43,200 barrels of crude and produced 21,872 barrels of distillates, 10,873 barrels of fuel oil, 9,655 barrels of residuum, and 1,724 tons of asphalt. The word "Texaco", first used as a product name on December 21, 1902, originated as a telegraph address in Schlaet's New York office. The Company registered the name Texaco in

1906 as a trademark. The red star and green "T" trademark, registered in 1909, was first used on March 24, 1909.

In 1904, the refinery processed 318,364 barrels in its first full year of operation. In comparison, current crude running at the Port Arthur refinery is about 89 million barrels per year. By the end of 1903, the total investment at the refinery was $465,195. The refinery primarily operated for the production of fuel oil, and it was later in 1904 before any gasoline or kerosene was manufactured. In 1904, the yield of gasoline was 1.18%, kerosene 1.01%, asphalt 13.7%, with distillates and fuel oil yielding over 80%. The large quantities of distillates (gasoline fractions) were sold mainly as Solar Oils that were used by gas utility companies to enrich gas used in lighting city streets and in home cooking.

Mr. R. C. Holmes was the first Refinery Superintendent and Manager of the Refining Department. Mr. F. T. Manley entered the service at Port Arthur Works in December 1902. His history with the Company resembles the Horatio Alger hero, from Office Boy to President. Mr. Manley in the space of 24 years, 1902 to 1926, rose from his first position of three jobs in one, Pumper, Yard Foreman and Skipper of the yacht "Texas Girl", to Vice President of The Texas Company.

In 1922, S. C. Fox recalled when he arrived at Port Arthur Works in May 1903 you could "see bald prairie at every point on the compass". Fox worked at the Asphalt Plant at Port Arthur Works. Just across the road from No. 1 Boiler House were two 500-barrel stills with two cooling tanks that would explode occasionally, that is, "whenever they felt like it -- they blew themselves all out of shape". At that time, "the only way the stillman had for testing the asphalt was by chewing; if it crumpled in the mouth it was too hard; if it stuck to the teeth it was too soft. It simply had to be chewed without any bad results; then we all chewed it." Behind No. 1 Boiler House was a small pond that use to be a clay pit for making bricks. Water for the boilers came from the pond.

The Texas Company's supply of crude was cut off when the Spindletop wells suddenly stopped flowing in the fall of 1902 soon after the field caught fire in September. Without a flow of crude the new Company would soon fail to meet its obligations. Compressed air was used to "blow" the field in a futile attempt to restore flow from the wells, but salt water quickly invaded the wells. Production dropped from 62,000 barrels a day to 20,000 barrels a day and fell to 5,000 barrels a day a year later. The Texas Company had an option to purchase the 865-acre tract at Sour Lake (about 20 miles northwest of Spindletop) for $1,000,000. The option was about to expire when the third and last test well blew in a gusher on January 8, 1903. A million dollars to exercise the option had to be found quickly. J. W. Gates and his friends furnished $590,000 in exchange for Company stock and the Lapham group came in for $350,000. Others funded the remainder and the option closed for only $900,000 because of a possible flaw in the title. This new, abundant supply of crude oil saved the company from bankruptcy. Later in 1903, additional oilfields were discovered in nearby Saratoga and Batson and another Spindletop-size discovery was made in Jennings, LA. The Company's subsidiary, Producers Oil Company, held major interests in all of these new discoveries and made welcomed profits for the parent company.

By 1904, Port Arthur Works employed 89 people and added the production of gasoline, kerosene and lube oil. When the first lubrication pale oils were produced on the old East Side Lube Stills, Mr. Dellinger was Still Foreman, and Mr. Repschleger was Stillman. Mr. Repschleger recalled how at that time, when 100 barrels of on-test oil were produced in a day, it was sufficient occasion for a party. It was the practice at that time to work fourteen hours a day for two weeks and then ten hours a day for the next two weeks. By 1905, the refinery had saturated existing domestic markets with products. The refinery started shipments abroad after the Company formed the Continental Petroleum Company to handle foreign trade and opened their first foreign terminal in Antwerp, Belgium, on September 29, 1905.

On September 1, 1906, The Texas Company purchased from the Central Asphalt & Refining Company their asphalt refinery at Port Neches. Expansion of that refinery soon made it the largest asphalt plant in the world, with a capacity of over 25,000 tons per month, and it maintained that distinction for many years. The manufacture of asphalt at Port Arthur Works ceased a few years later. Much of the asphalt produced at Port Neches Works was shipped in wooden barrels produced in their own cooper shop. In addition, tar paper, slate coated roll roofing and asphalt shingles were produced from the early 1920's until the late 1950's.

Construction of new facilities at Port Arthur Works continued at a rapid pace. A permanent brick and concrete office building was constructed in 1906. The Grease Plant was constructed in 1910 as were several new operating units, boilerhouses, and buildings. At the end of 1910, Port Arthur Works had grown to 501.32 acres. There were 392 employees earning $24,928 per month. Plant investment had grown to $1,800,000. The volume of crude charged in 1910 was 1,668,186 barrels.

In 1908, naphtha (gasoline) was used in cooking stoves, illuminating torches, industrial engines, and a small amount found a new use in automobile engines. However, the most promising outlet for naphtha was in paint manufacture. Large quantities of naphtha were sold as a turpentine substitute, and it was used as a solvent in paint, varnish, and lacquers. The trade name of this naphtha was Texine and a special 4-inch pipeline was installed to the Port Arthur Terminal to load ships and barges. In 1911, there were fewer than 1 million automobiles in this country and a growing demand for gasoline. In that year, the Company offered three grades of gasoline, and it was no longer considered a waste product.

In September 1908, construction of the first Can and Casing Plant was begun at Port Arthur Terminal with manufacturing operations started in the spring of 1909. The plant was destroyed by fire in March 1910. Rebuilding using fireproof concrete construction was completed 60 days after the fire. The Shook Mill (for cutting and preparing boards for boxes) and the Box Factory (for printing and nailing the shipping boxes) were built in 1912 to supply wooden cases for shipping cans of lubricating oil, kerosene (for lamps and stoves), and naphtha all over the world. "Oil for the lamps of China" was shipped to the Far East under many trade names such as Yin Foo Brand (meaning Good Luck), Sing Brand (meaning Star), and Scale Brand (the "Scale" marking denotes the Chinese "Justice" in quality and quantity). The four-story Specialty Can Factory was constructed in 1915, and a 3-story Employee's Service and Lunch Building was built in 1920. More than 1,000 women and men worked in the shook mill, box factory, canning factory, and filling rooms all operated by the Case & Package Division and later under the subsidiary name, the Texaco Can Co.

The cans were manufactured from thin sheet metal lithograph printed with the latest eye-catching designs incorporating the famous Texaco red star and green "T" trademark. The printed sheet metal was cut, formed into desired shapes by machines, fastened together by applying solder to the seams (one time done entirely by hand), filled using the latest automatic filling machines (some of which were designed by canning plant employees), put into wooden cases, lids nailed on, and loaded aboard trains and ships. All empty cans, filled cans, and finished wooden boxes traveled on an endless system of overhead chutes and conveyors. In 1916, a unique spiral conveyor was purchased that could be lowered into the hold of a ship, dramatically decreasing the time required for loading. A typical ship would hold 174,000 cases containing 1,740,000 gallons of burning oil and other products bound for China, Europe, the Middle East, South America, Africa, Australia, or other foreign destinations. In the 1940's, wooden boxes became too expensive and were replaced by cardboard boxes. Many sizes and shapes of cans were manufactured for Texaco products from tiny 3-oz home lube cans with long metal spouts to large square 5-gallon cans. Cans for other oil companies and companies packaging syrup, coffee, cooking oil, and frozen eggs were also manufactured. The last metal cans, round 1-gallon Havoline cans, were manufactured in November 1984. All blending and filling operations at Port Arthur were discontinued shortly thereafter when modern facilities were constructed at key terminals around the country.

Metal Texaco cans shipped to the far reaches of the world found additional uses through the efforts of ingenious individuals. One Brazilian man formed a durable sprinkler out of a 5-gallon can. In China, cans and boxes were converted into various household tools (such as dustpans, food boxes, oil lamps, and candlesticks), ornaments, and toys of every description. Wooden boxes were converted to chairs, desks, and tables just to name a few items.

In 1912, lubricating oils were obtained from asphalt base crude oil because they contained small quantities of wax or paraffin. However, the best quality lubricating oil could be obtained from waxy paraffin base crude. Facilities were constructed that year to remove the wax from paraffin base lube oils in order to produce a higher quality product. In 1914, much of the by-product wax was used in a line of products called "Qckwork Metal Polish". Many of the metal "Qckwork" cans had a picture of a man polishing a car with the caption, "It Sure Is Quickwork". "Qckwork" was produced in both liquid and paste form from 1914 until it was discontinued in 1923. After that, most of the wax was used in Texaco Liquid Wax Dressing for polishing floors.

Early Tuesday morning, August 17, 1915, a great hurricane hit the Port Arthur area, and the storm surge flooded the entire refinery. For the first time since the refinery started in 1903, all of the units in the refinery shut down and remained down for ten days. For several days after the storm was over, the only satisfactory means of getting around the plant was by motor boat. Before the storm, a 37,500-barrel tank (No. 1169), located at the rear of the West Side Coke Stills, had been disconnected from its lines in preparation of doing some repair work on it. When the storm hit and the water started to rise, the tank was still empty and disconnected, and the water rose to such an extent that it floated the tank off its foundation. The tank drifted away on the water about ten miles to near Nederland. The water rose quickly to a level of four feet at the office and was still at a level of two feet nine days later. About 1,500 citizens of Port Arthur evacuated to the refinery where most spent from 3 to 4 days living in the barrelhouse and other buildings. Reportedly, three children were born during that week. On August 21, 1915, No. 3 Boilerhouse was started in preparation for restarting the refinery. The water level reached four feet in the plant and did not completely recede until September 2. No storm insurance was carried on the equipment, and to make matters worse, the city of Port Arthur did not have any pumping equipment. A system of levees was constructed the following year, and the city later passed a bond issue to construct a levee system of its own.

One current employee's mother, Mrs. Leona Follett, recalls today how, as a little girl, her parents seeking protection from the storm floated her in a wash tub to The Texas Company. The following was taken from a diary kept at Port Arthur Works during the days of the hurricane:

Monday, August 16: "Great storm scare in town last night, but no real trouble yet. Wireless reports from Gulf warn us to expect high wind and water. This morning windy, but only occasional showers. Wind rose after noon, rain set in steadily, both increasing rapidly to alarming extent. All lights out about 9:30. People moving to high ground and brick buildings."

Tuesday, August 17: "Wind at maximum about 2:30 a.m., when lake came over banks and began creeping inland. People near the Works began flocking to our concrete warehouses, just ahead of the water. Texaco trucks and wagons moving everybody until water was too high. At 8 a.m. water came over the Kansas City Southern and Texas & New Orleans R. R. tracks and rose rapidly all over the plant. By noon practically all first floors were under water, all boiler houses flooded, all stills cold. For the first time since this was a refinery all fires are out. Wind and rain continuous and violent."

A report to Company Management dated August 29, 1915, had some interesting details about the storm and its aftermath:

- "About 12:30 a.m. on the morning of August 16th, a general alarm of an impending hurricane was spread over the City of Port Arthur at the instigation of Mayor R. H. Dunn. People immediately sought refuge in the more substantial building, such as the Custom House, DeQueen School building, High School, Dallas Avenue School, and the Port Arthur College."
- "The velocity of the wind from 12:00 o'clock midnight Sunday to 4:00 p.m. Monday averaged from five to ten miles, after which time the increase in velocity was extended; a conservative estimate of the blow at 6:00 p.m. Monday being about 50 miles. By jets, the wind has been approximated to have reached a velocity of 90 miles an hour between 3:30 and 5:00 a.m. Tuesday Aug. 17th, from which time on it slowly abated, and Wednesday about 5:00 a.m. averaged 10 to 20 miles per hour."
- "Refugees at first, were not permitted in the Plant upon advice of Mr. Smith, the idea being that if a fire started in the Works with oil flowing on the water, a great loss of life would be a certainty; however, they gained an entrance by various means, and were quartered in the Barrelhouse, Grease Plant, Filter Building, Wax Storehouse, Can Factory, Filling Room, and Cooper Shop. An estimate of 1,500 people has been generously accepted as the number taking refuge in this Plant."
- "Tuesday, Aug. 17th: Highest winds probably at 2:30 a.m., when wind changed to Southwest. Most people came into the Plant from Stillwell Heights about 3:30 a.m. T. T. Co. wagons were used to haul then until the water became too high for the horses. Water came of levees about 8:00 a.m. At 10:30, water had risen to a depth of about two feet. Wind and rain continued through Tuesday night."
- "Wednesday, Aug. 18th: At 12:45 a.m. Laughlin's Lumber yard in town caught fire. Launch Nabob was put in running order. Mr. Manley arrived, and returned to Beaumont to order food. Rain, but no heavy wind."
- "Thursday, Aug. 19th: An early morning storm caused tank #648 to flash. Barrel house was cleaned and thoroughly disinfected."
- "Account of the rumored danger of fire, the refugees started leaving for Beaumont, and their homes at Noon Aug. 18th, and by Noon Aug. 22nd, all buildings were practically vacated. Mr. Smith, upon his arrival on the scene advised their leaving for higher territory account of the possibility of a pestilence from infection which follows in the wake of diseased debris floating on top of the water, and, also on account of the danger of fire, at the same time stating that all refugees would receive every attention through the relief Committee at Beaumont. About twenty cases of Malaria Fever and three cases of Measles were found among the refugees. Though disputed, three births occurred in

the Barrel House during the storm period."

Up until the time of the 1915 hurricane, all shift men were working 12-hour shifts, and at shift changing time, they worked twenty-four hours straight through. Shift men received an average rate of 30 cents an hour while day men were being paid 25 and 27.5 cents per hour. Shift jobs were at a premium, and most day men wanted to be transferred to shift jobs in order to receive the higher rate and work longer hours. The day men were working 9-hour days at that time. After the flood, however, the whole plant was put on an 8-hour basis, including the shift men. At that time there was a lot of talk among the employees about the Company going broke due to changing from twelve to eight hours.

In 1920, the employees decided that there was a need for a convenient place to purchase quality groceries at reasonable prices. Goods were to be sold at cost plus a reasonable percent to cover the cost of management and expenses with the intent that prices would be lower than prevailing local prices (typical savings of 18-20%). The Magnolia Refining Co. (now Mobil) refinery in Beaumont had recently organized an employee's cooperative store for just such purpose. In 1920, The Texas Company employees organized "The Cooperative Association", commonly referred to as the Texaco Employees Co-operative Store. Stock was sold for $10 per share (only one share per employee) with a capitalization of approximately $18,000 and the affairs of the store were under the direction of an elected board of directors. The Company was not financially responsible for the store or its operation; however, it did take an active interest with much behind-the-scenes participation. A small two-story wooden building near the Main Gate on the north side of Houston Ave. (next to the railroad track) was purchased and converted to a store. The store opened for business on "Thursday March 15, 1920" (date given in March 22, 1920 memo is actually a Monday). They divided the store into several departments such as dry goods, grocery, fruit and vegetable, meat, tobacco and candy, and cold drink stand (serving cold drinks, coffee and hot dogs) that could be purchased with coupons. The Articles of Association stated that script or coupon books would be sold at a discount each quarter. The amount of the discount varied each quarter dependent upon the expenses and retained profits needed to maintain the store. New employees could purchase a $10 refundable membership giving him the privilege of purchasing items from the Co-op Store below prevailing market prices.

The Co-op Store soon outgrew the small wooden building. Plans for a larger permanent building began as early as 1924; however, it is not known when the new building was completed. One photograph dated April 4, 1930, shows the completed building. It is clear from the color of the stucco that a new addition had recently been made on the west side of the original building indicating the new building was constructed a few years earlier. The concrete stucco building faced Houston Ave. on the north side with 19th Street running along the east side of the building with the address 2058 Houston Ave. A photograph taken on July 14, 1937, showed an employee's Texaco filling station located about where the old Co-op Store stood.

On Friday March 11, 1960, the stockholders of the Cooperative Assoc. voted to dissolve and liquidated the store. The association had over 1,600 members and sold groceries, dry goods, hardware, and drugs. The President of the association, George Adams, said that "in the past the store did a tremendous business, but in the last few years, due to competition, business has dropped to such a state that the board feels the concern should be liquidated." George Sladczyk, Jr. was attorney for the association and published a list of all shareholders in the April 14, 1960, Port Arthur News. The Cooperative Association was officially dissolved on July 23, 1960. The shareholders received a check payment for their share of the association.

In the early 1920's, the Company opened two new cafeterias for the benefit of the employees: the Central Cafeteria and the West Side Cafeteria. The West Side Cafeteria was open 24 hours per day. The cafeterias had a combined seating for 1000 persons with meals being served at cost and smoking permitted in all during the noon lunch hour and supper hour in the evening. Below is a menu from December 16, 1923:

- T-bone steak and potatoes35 cents
- Small steak and potatoes30 cents
- One pork chop and potatoes25 cents
- Two port chops and potatoes30 cents
- Ham or sausage and eggs25 cents
- Milk toast15 cents
- Coffee5 cents

The growing demand for gasoline for automobiles threatened to limit the growth of The Texas Company. In 1901, the entire production of gasoline in the U. S. was less than 7 million barrels (42 gallons per barrel); in 1910, it was less than 15 million barrels; and in 1920, production had increased to 116 million barrels. Mexican crude contained a naturally higher portion of gasoline. Importation of that crude began in 1918. However, The Texas Co. faced strong competition from the batch thermal cracking process developed by Dr. Burton of the Standard Oil Co. of Indiana in 1913. The Burton thermal cracking process produced an even larger percentage of gasoline from crude than was naturally present but had the disadvantage of being a batch process rather than a continuous process. The thermal cracking process uses high temperatures and high pressures to break or cut long chains (molecules) of carbon atoms (in heavy components of crude oil) into smaller molecules of carbon atoms. These smaller carbon molecules are components in gasoline, propane, butane, and fuel gas. Cracking the heavier, longer molecules of crude allows a higher yield of more profitable gasoline and a lower yield of less profitable fuel oil. An added benefit is the gasoline produced has a much higher octane, too.

The Texas Company purchased the J. H. Adams patents for liquid-phase thermal cracking and proceeded to convert the patents into a new continuous thermal cracking process. At Port Arthur Works, experiments were conducted by R. C. Holmes (Vice President in 1913, then head of the Refining Dept., and later elected President of the Company in 1926) and F. T. Manley (a laborer in 1902, engineer of the yacht "Texas Girl", then yard foreman, later head of the Refining Dept., and elected Vice President of the Company) to develop the continuous thermal cracking process using the Adams patents. Neither man had attended college. In 1918, The Texas Company put into operation at Port Arthur Works the first experimental continuous thermal cracking unit in the U.S. This process increased the quantity of gasoline that could be produced from a barrel of crude. It was later called the Holmes-Manley Vertical Still (HMVS) in honor of the two employees who developed the commercial process. The first commercial HMVS battery started operating at 12:01 a.m. on February 8, 1920. The first run on the HMVS lasted for 60 hours, and then the unit was shut down to clean out the coke. A great expansion of facilities was once again underway to meet the rapidly increasing demand for gasoline. Within 18 months, there were 24 HMVS batteries. By 1927, there were 74 HMVS batteries in operation. The gasoline yield from a barrel of crude was increased from 24.2% before the HMVS batteries to 61.5% in 1927.

In 1923, the worst HMVS fire in the history of Port Arthur Works occurred when HMVS Battery 28 exploded and burned. Before the fire could be brought under control, three other batteries were almost totally destroyed. Nine men were killed in this one catastrophe. For many days afterward, it was difficult to get enough men together to operate the pressure stills. Many of the problems associated with the HMVS batteries were from the use of large screwed pipe for the high-pressure service. The introduction of welded pipe and fittings dramatically reduced the hazards of working these units.

Another problem involved plant losses. After the Holmes-Manley batteries started operation, plant losses increased rapidly. In 1919 before the first thermal cracking battery had started up, the total volume loss was 3.7% of the crude oil charged to the plant. However, in 1920, this loss had increased to 6.6%. By 1921, the West Side Gas Plant was in operation, but so were several more HMVS batteries. The gas plant could not keep up with the increased load, and plant losses were 8.7% in 1921. The maximum number of barrels lost (most of it as gas) in any one year was nearly 1.3 million barrels in 1925 or 8.3% loss basis crude. These losses were eventually brought under control by the installation of adequate gas plant facilities, gasoline stabilization equipment, absorbers, and a revised absorption oil stripping plant. By 1927, plant losses were under control. The yearly volume loss was only 142,000 barrels or less than 1% of crude oil charged.
At the end of 1920, Port Arthur Works had grown to 4,623 acres. There were 3,223 employees earning $464,000 per month. Plant investment had grown to over $19 million. The volume of crude charge in 1920 was 12,914,000 barrels.

Technical advances were also being made in developing processes for making better lubricating oils and greases at Port Arthur Works, The Texas Company's only lube plant. Most of the lubricating oils used in automobiles were made from Pennsylvania crude oils because of its naturally low wax content, but they were comparatively dark in color. Texaco lube oils, made from Texas and South Louisiana crudes, were lighter in color. Oddly, customers preferred darker oils. The Company decided to advertise their lighter oils as "Texaco Motor Oil -- Clean, Clear, Golden", and displayed them in glass bottles at service stations. Customers were quick to see the difference and demand for lubricating oils increased from 266,000 barrels in 1914 to 1,511,000 barrels in 1920.

In 1921, No. 4 Boiler Plant was built, and, during the following year, a general plant lighting system was installed. In addition, Port Arthur Works installed a materials recovery plant and storage yard. Since that time, recycling of materials for reuse or sale has played a big part in holding down costs and reducing the discarding of useable materials. The policy of economy was an ever-present watchword as it still is today. Two interesting early examples were remembered in the magazine, The Texaco Star, issued in February 1930. The first story relates how "Jack Collins, veteran of the acid plant, recalls vividly the ceremony necessary to obtain a pencil: An exhaustive account always had to be given regarding the last one issued, and the stub had to be submitted as evidence." The second story in that same issue recalls, "Daddy Deady, as brickmason foreman, one day sent out a hurry call for enough lumber with which to build a scaffold. C. C. "Daddy" Blackman [then superintendent of Port Arthur Works (1906-1909)] assembled several men and took them out to a bridge a few miles from the Works. "There's your scaffolding," he told them. "When you're through using it, bring the lumber back here and re-build the bridge."

Although there were increases in the crude running capacity during the early 1920's, most of the investment money served to shift the product distribution and improve product quality. This enabled the refinery to shift the distribution of products to sell more of either burning oils or gasoline, whichever the market demanded.
In May 1926, Texaco introduced a revolutionary improved quality gasoline called "Texaco New and Better Gasoline". With the new HMVS batteries in full operation and most of the distillation towers equipped with efficient bubble cap trays, the end point of gasoline was reduced from 437 to 400 degrees F. This change in product quality brought about a vast improvement in gasoline sales.

In 1928, there were twelve coke stills in operation. The production of petroleum coke was becoming a burden, because no market was available for this product. In that year, the four boilers in No. 4 Boiler House were converted from burning fuel gas to burning coke.

In 1929, there was another revolutionary development in refinery operations. Prior to, 1929, all crude oil had been distilled on shell stills which was a very inefficient method of distillation to separate the various products from crude oil. Shell stills were simply interconnected horizontal, cylindrical vessels (shells) with a firebox under each vessel. Crude entering the first vessel would boil off light vapors and the liquid flowed over a baffle to the next vessel operating at a higher temperature. Each succeeding vessel or shell would boil off heavier fractions from the crude until the liquid leaving the last shell was reduced to a heavy fuel oil. In 1929, the refinery installed the first pipe stills for distilling crude oil. The crude oil was heated in fired heaters composed of many bends and runs of pipe. The heated oil was then routed to an atmospheric tower equipped with bubble cap trays that efficiently distilled off fuel gas, propane, butane, gasoline, kerosene, and light gas oil fractions. The bottom stream from the atmospheric tower was then heated further in another fired heater and charged to a vacuum tower, also equipped with bubble cap trays, where additional gas oil fractions were produced under vacuum distillation. The first pipe stills installed at Port Arthur Works were Badger Pipe Stills Nos. 1 and 2 and Lummus Pipe Stills Nos. 1 and 2. All four of these units were completed in 1929. Consequently, the Shell Stills used for distilling crude oil, and the shell stills used for coke stilling operations, were doomed by technological progress.

In October 1929, there was a serious economic collapse. The ensuing depression, with its ever-increasing debt, brought about the closing of numerous banks, the collapse of industry, and the spread of unemployment. Management could do little else during this period than take a defensive action in order to persevere for its employees. The Texas Company made a profit in 1930; however, it operated at a loss during the next three years. The Company decided to put most of the employees at Port Arthur Works and Port Neches Works on a shorter work schedule rather than enact a layoff.

Another major catastrophe occurred in 1930. At 4:28 p.m. on the afternoon of June 11, 1930, the Burning Oil Agitators caught fire and were destroyed. The fire started when a railroad switch engine crossed a ditch containing gasoline from a leak in one of the agitator lines. The gasoline was ignited from a spark or from the fire in the locomotive firebox. The fire spread quickly and burned for 36 hours. One man was killed and fourteen others were hospitalized. Fortunately, the four new crude pipe stills were doing an excellent job of fractionation. It was no longer necessary to steam still gasoline and kerosene to remove light ends. Consequently, the West Side Steam Stills were taken over and converted to Burning Oil Agitators. The steam stills were used until new agitators could be built.

In 1930, a new Cooperage and Compounding Building (C. & C. Bldg.), two Pressure Coke Stills and the deFlorez Cracking Unit were completed. In the C. & C. Bldg. and the adjacent Case Oil Filling Building and Grease Plant, approximately 475 grades of lubricating oils and more than 100 grades of grease were compounded, packaged, and loaded for shipment. At the end of 1930, the plant had grown to about 4,700 acres. There were 3,286 employees earning a total of $471,430 per month. Plant investment had grown to nearly $56 million. Little investment money was spent in 1931 and 1932. The volume of crude charged in 1930 was 17,610,000 barrels. In an effort to offset the effects of the depression, the Company introduced Texaco Fire Chief Gasoline in 1932 with a big fanfare of advertising, including a radio comedy show with Ed Wynn as the star.
Also in 1932, Texaco began promoting its automobile chassis grease, Marfak. The name Marfak continued a tradition of naming Texaco products after stars in honor of its red star and green "T" trademark. Other products

named for stars are Ursa, Crater, Algol, Vega, Meropa, and Spica. All of these products were manufactured, packaged, and shipped at Port Arthur Works.

It was during the years of chaos between 1930-1933 that the first unions were formed for the purpose of collective bargaining. The National Industrial Recovery Act (NIRA) of 1933 resulted in the development of the employee representation plan at Port Arthur Works. The first formal step toward actual installation of the plan was taken on July 5, 1933. At this time, the procedures for elections were set forth, and supervisors and foremen participated in daily meetings in order to plan operations and explain the reasons for, and purpose behind, various plans and operations. The employee representation plan was discontinued in 1937. However, the employee's collective bargaining agency, operating under the new Wagner Act, succeeded the employee representation plan. Elections were held in June 1937 to establish a new collective bargaining agent. During the 6-year period from 1933 to 1939, the collective bargaining procedure produced the following employee benefits:

- Group Life Insurance and Pension Plan
- Accident and Sick Benefit Plan
- Jury Duty Pay Plan
- Creation of Plant Working Rules
- Improvements in working conditions
- Established Job Rates of Pay
- Several general wage increases

During the late 1920's, the technological advances in refining were shifting emphasis from gasoline production to additional lubricating oil manufacture. Only a limited number of crude oils were suitable for the manufacture of high quality lubricating oils, and the demand for lubricating oils was beginning to exceed Port Arthur Works ability to manufacture the volume required. Facilities to manufacture lubricating oils were expanded during 1930. The Cold Treating Plant was enlarged, and a new North Side Stripping Unit, Clay Treating Plant, and Contact Filter Plant No. 2 were completed along with No. 19 Pumphouse to handle lubricating oils.

The demand for improved lubricating oils was a constant concern for the Company. Egon Eichwald of Hamburg, Germany obtained a patent in 1925 for a solvent refining process using furfural (a byproduct of oat processing). The Company purchased the rights to the patent and began experimenting on ways to turn it into a commercial process. Furfural refining could produce a higher quality lubricating oil but an efficient dewaxing process had not been found. The Indian Refining Company in Lawrenceville, IL had developed a solvent dewaxing process that they used to manufacture their Waxfree Havoline Motor Oil. The process used benzene and acetone as solvents. This process was needed in order to complete the Company's plans for improving the quality of its lubricating oils. On January 14, 1931, The Texas Company acquired the majority control of the Indian Refining Company in an exchange of stock, and with it the refinery at Lawrenceville, the solvent dewaxing process, and the trademark "Havoline". The furfural refining process was developed and construction of the first furfural refining unit (FRU) was completed at the Indian Lawrenceville refinery on November 8, 1933. Together with the Indian Refining Co. solvent dewaxing unit (SDU) constructed in 1927, the new lube processing units greatly improved the quality of lubricating oil. The new oil produced was introduced in 1934 and marketed as Texaco's premium motor oil under the name "Texaco Havoline Waxfree Motor Oil". This new oil was of outstanding quality and gained rapid acceptance.

In 1935, new lubricating oil manufacturing units were installed at Port Arthur Works to match those at the Indian refinery in Lawrenceville. The construction of Furfural Refining Unit (FRU) No. 1, Solvent Dewaxing Unit (SDU) No. 1 (solvent changed to MEK and toluene), and Propane Deasphalting Unit (PDU) No. 1 was completed. With this new equipment, lubricating oil could be produced from marginal (cheaper) crudes run at Port Arthur Works with much less concern over the type of crude charged. The new lube production at Port Arthur Works helped to meet the growing demand for the new "Texaco Havoline Waxfree Motor Oil".

There was widespread market acceptance of the new lubricating oils manufactured by the solvent refining and solvent dewaxing processes. Consequently, FRU No. 2, SDU No. 2, and PDU No. 2 were all built in 1938 in order to keep up with the demand for "New Texaco Motor Oil" introduced in 1936. Solvent refining could produce better quality lubricating oils than that obtained from unrefined Pennsylvania crude oils. Within a very short time, it became necessary to solvent refine the Pennsylvania oils in order to produce a lubricating oil of competitive quality. The Texas Company's solvent refining and solvent dewaxing processes and technology have been licensed to companies all over the world.

During the period from 1935 to 1940, there was a rapid increase in the quality, as well as the quantity, of lubricating oils manufactured at Port Arthur Works. Badger Pipe Still No. 3 was completed in 1937 in order to produce additional raw materials for manufacturing lubricating oils. Also during this period, there was a continual shift in capacity limitations between lube oil processing units. Numerous technical changes were made to overcome capacity limitations and to increase the capacity of all of equipment.

The gas produced in the cracking operation contained large quantities of propylene and butylene. Polymerization Unit No. 1 was built in 1936 to convert (polymerize) these gases into motor gasoline. This unit was converted to computer control in the late 1950's. This was the first processing unit in the world to use computer control. The computer was donated to the Smithsonian Institute in the 1970's.

During the latter part of the 1930's, the demand for lubricating oils had been met by new refining processes. Now the emphasis was shifting to the production of aviation gasoline. The technical personnel at Port Arthur Works were actively engaged in developing an alkylation process. This process used sulfuric acid as a catalyst to convert butylene and isobutane into gasoline of extremely high octane. Alkylation Unit No. 1 was completed in 1939 to produce a premium quality aviation gasoline.

In 1939, facilities were installed to inject a chemical compound into the gasoline to inhibit the formation of gum deposits. The gum inhibitors proved to be very successful. Within a short time, the steam stills were no longer needed to manufacture a stable cracked gasoline.
In 1940, Port Arthur Works installed an automatic telephone system and a new Machine Shop. At the end of 1940, Port Arthur Works had grown to about 5,000 acres. There were 3,897 employees earning $604,000 per month. Plant investment had grown to nearly $63 million. The volume of crude charged in 1940 was 35,214,000 barrels.

In 1938, the Central Locker Building (Employee's Building) was built so the employees would have a modern facility to shower and change clothes. In 1941, Port Arthur Works built a new Main Office Building to satisfy the needs of the growing plant. After the Japanese attack on Pearl Harbor on December 7, 1941, numerous construction projects were started in order to produce materials needed for the war effort. In the years 1942-1943, the Polymerization Unit No. 1 was converted to manufacture cumene for aviation gasoline and the Isomerization Unit was completed. Alkylation Unit No. 2 started operations in April 1943. Unseen corrosion on Alkylation Unit No. 2 caused an explosion and fire on December 28, 1943. Three men were fatally burned. Alkylation Unit No. 3 was started up in October 1943. It operated throughout the war period without incident.

By 1940, a new cracking process was threatening the supremacy of the HMVS thermal cracking process. The new process used a powdered catalyst that behaved like a fluid. The process produced a higher octane gasoline and allowed the product distribution to be varied. As a result of the tremendous demand for aviation gasoline during World War II, the development of the Fluid Catalytic Cracking Process was quite rapid. At the outset of World War II, a number of companies pooled their patents on the catalytic cracking process under the U.S. government sponsorship. Among the companies participating in this agreement were The Texas Company, M. W. Kellogg Co., Universal Oil Products, and the Standard Oil Company of New Jersey. This group studied all of the catalytic cracking processes and concluded that the war effort could be served best by building large Fluid Catalytic Cracking Units (FCCU). The first commercial unit in the country was put into operation in 1942.

FCCU No. 1 was completed and put into operation on March 3, 1944 and FCCU No. 2 was started on April 10, 1944. After the FCCU's had been started up, Port Arthur Works began shipping butylene to the Neches Butane Products Co. for the manufacture of synthetic rubber.
During World War II, the Japanese cut off the supply of natural rubber from the Far East. Synthetic rubber could be made from butadiene, a chemical made from butylene (one of the byproducts of the cracking process). Five refineries in Jefferson County, The Texas Company, Atlantic Refining Co., Gulf Oil Corp., Pure Oil Co., and Socony-Vacuum Oil Co., Inc. (Magnolia Refining Co., now Mobil), exchanged their scientific knowledge to increase the supply of butylene for the production of both aviation gasoline and synthetic rubber. In March 1942, the five companies worked together to organize a non-profit corporation named Neches Butane Products Co., which produced butadiene from butylene and employed 1,000 people. The plant was built by the government (under the name of Defense Plant Corporation) at Port Neches and started operation on May 25, 1944. Rubber manufacturing plants were constructed nearby to convert the butadiene to synthetic rubber. The companies involved in the project did not receive any profit or fee for operating the plant. The Neches Butane plant was designed to produce 100,000 tons of butadiene per year but actually produced 170,000 tons per year.

World War II also increased the requirements for all lubricating oils. The demand for Aircraft Engine Oils

practically doubled during the period 1942-1945. These increases were met without installing any new units. Existing equipment was modified to remove capacity limitations.
By the end of the war in 1945, Port Arthur Works was producing more than one million gallons per day of aviation gasoline. The production of aviation gasoline dropped from 8,228,000 barrels in 1945 to 889,000 barrels in 1946. Immediately after the war ended in August 1945, there was a labor strike that started on September 19 and ended on October 6. This was the first time in the history of Port Arthur Works that the plant was shut down by a strike.

On November 22, 1944, The Texas Company and American Cyanamid Co. organized Jefferson Chemical Co., Inc. The plant was constructed in Groves. It converted refinery gases into basic chemicals for the chemical and plastics industries, including ethylene glycol for automotive antifreeze. The Jefferson Chemical plant was completed in late 1947 and Texaco PT Anti-Freeze was introduced very early in 1948, made from ethylene glycol produced at this plant.

During World War II, the countrywide production of crude oil increased rapidly in order to manufacture the products needed by the war effort. Finally, the production of crude oil was at a rate far beyond the maximum efficient rate for the fields. It soon became apparent that there would be a critical shortage of crude oil if crude oil from the newly discovered fields in West Texas and New Mexico were not used. However, these were high-sulfur crude oils, and processing them would create numerous corrosion problems. While the war was still in progress, plans were made to process sour (high-sulfur) crudes. Equipment changes included protective metal coating for tanks, caustic washing, metal alloy protection on the nine HMVS batteries still in operation, and on the FCCU's.

Within a few days after the end of World War II, plant production was converted from a war-time to a peace-time basis. A large quantity of high-octane gasoline that had been used to manufacture aviation gasoline was now available for motor fuel blending. Consequently, an octane race started to increase the quality of motor gasoline. The capacity limitations on the FCCU's were removed in order to increase the volume of motor gasoline that could be produced. The charge rate was increased from 15,000 to 42,000 barrels per day; however, the conversion level decreased from 65% to about 45%. During the four-year period from 1945 to 1949, the production of motor gasoline practically doubled from 19 million barrels in 1945 to 37 million barrels in 1949. The demand for lubricating oils paralleled the demand for motor gasoline. To meet these demands in 1949, the construction of Vacuum Pipe Still No. 2, FRU No. 4, and SDU No. 3 was completed.

At the end of 1950, there were 5,433 employees earning nearly $2.3 million per month. Plant investment had grown to $130.6 million. The volume of crude charge was 49.7 million barrels. That volume was abnormally low because Port Arthur Works was shut down for 115 days due to a labor strike called by the C.I.O. The strike started on April 4 and ended on July 29, 1950. In 1951, the volume of crude processed was a more typical 78 million barrels.
There was a phenomenal growth in the sale of products during the post war years of 1945-1950. However, this growth was exceeded during the 5-year period between 1951 and 1956. The crude oil charge rate exceeded 100 million barrels in 1956.

In 1952, Port Arthur Works installed underground storage for butanes at Sour Lake, Texas. The underground storage consisted of a cavity washed out of a salt dome. The salt dome is approximately 11 miles long, 7 miles wide, and more than 1,800 feet thick. The initial storage capacity in the mushroom-shaped salt dome was 300,000 barrels.

Due to the increased octane level of motor gasoline, Catalytic Reforming Unit (CRU) No.1 was constructed and started up in July 1954. The octane race continued and CRU No. 2 was constructed and started up in March 1955.

Additional major construction projects completed were VPS No. 3 and FCCU No. 3 in 1956, followed in 1960 by CRU No. 3 and the UDEX unit (to extract high octane aromatics such as benzene, toluene and xylenes from reformate (CRU) gasoline). All of these processes were needed to produce 100-octane premium gasoline during the late 1950's and the 1960's.

In late 1959, The Texas Company changed its name to Texaco, Inc. All products were marked Texaco, Inc. after this year. In 1963, the Company changed from the round logo (with Texaco, star, and green "T") to the hexagonal design logo with word "Texaco".

The gasoline race was slowed to a snail's pace in the 1960's with the predominance of jet aircraft. Aviation jet fuel is a kerosene fraction called avjet. The demand for high octane motor gasoline soon dropped as less polluting automobile engines required a lower octane. Aviation gasoline is presently required just for small private airplanes, with jet fuel becoming the predominate aviation fuel.

The completion of VPS No. 4 in 1970 allowed an increase in crude running as well as shutting down of older, smaller crude units. The completion of the Delayed Coking Unit in November 1992 allowed less profitable fuel oil to be converted to higher value products such as gasoline. A major improvement in the Lube Plant was realized with the startup of the HTU 4 Lube Train in October 1998. This new unit replaced four old lube processing units and produces the next generation of superior quality lube base oils. The HTU 4 Lube Train is a revolutionary design unlike any other unit in the world.

Many changes have taken place at the Port Arthur Refinery in the last 15 years through efforts to streamline operations, reduce personnel (from more than 5,000 in 1984 to a little over 1,000 in 1998), shift product distribution, and improve the efficiency of our refinery. All blending and packaging operations for lubricating oil and grease manufacture were discontinued in the mid-1980's in an effort to reduce operating costs. Current emphasis is focused on producing a quality line of lube base oils (used by Texaco's modern blending facilities around the country) and the most profitable mix of fuels products.

On July 1, 1998, the Port Arthur Refinery became part of a new alliance called Motiva Enterprises LLC. The alliance will be a joint ownership with 35% Shell Oil, 32.5% Texaco and 32.5% Saudi Aramco.

Nos. 2 and 3 SDU, which filtered wax from lube oil were permanently shut down in 1998. They were replaced with the HTU No. 4 Lube Train that used Chevron's isodewaxing technology in a unique process configuration developed by Port Arthur to produced Group II and Group III oils, which are higher quality and perform better. The specially designed catalyst cracks the wax and improves lubricating properties of the lube oil, which is completely colorless. Charge to the unit was introduced on October 1, 1998 with on-test product going to tankage on October 3. The LCDU was converted to Lube Train technology and came on-line the end of December 2000. At that point Port Arthur Refinery became the largest lube base oil manufacturing plant in the Western Hemisphere and the largest Group II/III manufacturing plant in the world with a total production of 22,000 barrels per day. The unique, locally-developed process enables us to produce lube oil more economically that other manufacturers.

In 2001, Chevron acquired the assests of Texaco in a merger to form a new company, Chevron-Texaco. On October 9, 2001, Shell Oil Co. announced that it had signed a memorandum of understanding to acquire Texaco's interests in Equilon Enterprises LLC making Shell the 100 percent owner. It also provides that Shell and Saudi Refining, Inc, (SRI) will acquire Texaco's interests in Motiva Enterprisess LLC, whereby Shell and SRI will each become a 50 percent owner in Motiva. On February 13, 2002, The Federal Trade Commission approved the acquisition of Texaco's interests in Equilon by Shell and in Motiva by Shell and SRI.

The history of Port Arthur Works is very complex and rooted in meeting the demands of the customer and producing products of the highest quality while maintaining the highest level of environmental stewardship and employee safety. From a dream of a few men, Port Arthur Works was instrumental in establishing a major international oil company - Texaco -- the last company to survive the great Spindletop Oil Boom.

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- Home
- About us
- Products
- Partners
- Knowledge
- Contact

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- in english

- About us
- History of Texaco

History of Texaco

1901 - 1911. Discovery of oil in southeast Texas and the birth of The Texas Co. in Beaumont on 1901, layed the foundation of one of the world's major petroleum companies. The Texas Co. grew quickly and soon became one of the major international suppliers, where significant discoveries were followed by development of new products from kerosene to automotive gasoline and lubricants. Its first international shipment were made in 1902 after agreement with British Petroleum Co. for the sale of 1 milj. barrels of crude oil to UK. In 1905 the first European office was opened in Belgium.

Texaco's popular diesel lubricant Ursa was introduced in 1910.

1912 - 1927. In an era of surging automobile sales and increased mobility, The Texas Co. quickly expands into new global markets, creates a growing network of filling and service stations, introduces innovative products.

1928 - 1940. Texaco makes news when it becomes the first oil company whose products and services were available for consumers in all 48 U.S. states. Specialists were developing innovative products for the road and the air. Record-breaking aviators and famed comedians were hired to promoto them aggressively. In 1931 The Texas Co. acquired the Havoline brand and implemented new technologies to improve Havoline.s.

1941 - 1961. Seizing upon the power of the Texaco brand, the company changes its corporate name to Texaco Inc. Texaco develops scores of new products for the emerging generation of auto engines.

1962 - 1980. The company enters the high-speed world of professional auto racing. To keep ahead of its competition in the energy business, Texaco takes on a new look in its advertising and service station design.

1981 - 2000. High-performing Texaco gasolines and Havoline lubricants were driving the sales. Havoline Formula3 was launched in 1991.

2001 + In a dynamic merger of two great oil companies with a long history of partnering, Texaco joins with Chevron to become the 2nd largest U.S. based energy corporation and owing great family of well-known brands: Chevron, Texaco, Caltex, Havoline, Ursa, Delo, Techron and others.

The key facts of the history of Chevron CorporationHavoline is the most famous brand under Texaco. Read about history of Havoline.

Product catalogue

- Cars
- 2T/4T-machines
- Heavy-duty
- Off-highway
- Industry
- Marine

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- History of Texaco
- Texaco today

Moody's
INVESTORS SERVICE

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Rating Action: MOODY'S INVESTORS SERVICE UPGRADES TEXACO INC. SUBSIDIARY DEBT TO Aa2 BASED ON THE UNCONDITIONAL GUARANTEE OF CHEVRON CORPORATION

Global Credit Research - 02 Mar 2006

New York, March 02, 2006 -- Moody's Investors Service upgraded certain subsidiary debt obligations of Chevron Corporation to Aa2 from Aa3, reflecting Chevron's undertaking to unconditionally guarantee the securities, making them pari passu with other senior unsecured obligations of Chevron. The securities affected are medium-term notes and debentures issued by Texaco Capital Inc., a wholly-owned subsidiary of Texaco Inc., as well as one pollution control revenue bond. These debt obligations, which previously had been guaranteed by Texaco Inc., were not initially guaranteed by Chevron at the time of its merger with Texaco Inc.

Chevron Corporation is headquartered in San Ramon, California.

New York
John Diaz
Managing Director
Corporate Finance Group
Moody's Investors Service
JOURNALISTS: 212-553-0376
SUBSCRIBERS: 212-553-1653

New York
Thomas S. Coleman
Senior Vice President
Corporate Finance Group
Moody's Investors Service
JOURNALISTS: 212-553-0376
SUBSCRIBERS: 212-553-1653

Moody's
INVESTORS SERVICE

Related Issuers

- Chevron Canada Funding Company
- Chevron Corporation
- Chevron Funding Corporation
- Port of Port Arthur Navigation District, TX
- Texaco Capital Inc.

Related Research

- Credit Opinion: Chevron Corporation
- Issuer Comment: Chevron's Entry in Kitimat Liquid Natural Gas Project is Credit Positive
- Issuer Comment: Chevron investment in Kitimat LNG boosts project momentum
- Issuer Comment: Brazilian ruling is negative for Chevron, Transocean, and Brazilian Oil Sector
- Announcement: Moody's comenta sobre las calificaciones de Chevron con respecto a la licitación de PEMEX

TEXACO GROUP LLC

Details

Filing Number:
3700693094
Name Type:
Legal Name
Status:
In Existence
Corp type:
Foreign Limited Liability Company
Jurisdiction:
DELAWARE
Formation Date:
8 Jul 2002

Registered Agent Information

Name:
THE PRENTICE-HALL CORPORATION SYSTEM, OKLAHOMA, INC.
Effective:
N/A
Address:
115 SW 89TH ST
City, State , ZipCode:
OKC OK 73139 8511

TEXACO OILS INC.

Details

Filing Number:
2300414964
Name Type:
Legal Name
Status:
OTC Suspension
Corp type:
Foreign For Profit Business Corporation
Jurisdiction:
DELAWARE
Formation Date:
1 Feb 1984

Registered Agent Information

Name:
R. E. HOPKINS
Effective:
N/A
Address:
1437 S. BOULDER
City, State , ZipCode:
TULSA OK 74119

TEXACO GROUP INC.

Details

Filing Number:
2300550687
Name Type:
Legal Name
Status:
Withdrawn
Corp type:
Foreign For Profit Business Corporation
Jurisdiction:
DELAWARE
Formation Date:
12 Apr 1995

Registered Agent Information

Name:
SECRETARY OF STATE
Effective:
N/A
Address:
2300 N LINCOLN BLVD STE 101
City, State , ZipCode:
OKC OK 73105 4897

THE TEXAS COMPANY

Details

Filing Number:
2300160863
Name Type:
Legal Name
Status:
Withdrawn
Corp type:
Foreign For Profit Business Corporation
Jurisdiction:
MARYLAND
Formation Date:
16 Feb 1959

Registered Agent Information

Name:
SECRETARY OF STATE
Effective:
8 Jul 2008
Address:
2300 N LINCOLN BLVD STE 101
City, State , ZipCode:
OKLAHOMA CITY OK 73105 4897

TEXACO INC.

Details

Filing Number:
  2300160864
Name Type:
  Legal Name
Status:
  Withdrawn
Corp type:
  Foreign For Profit Business Corporation
Jurisdiction:
  DELAWARE
Formation Date:
  22 Oct 1941

Registered Agent Information

Name:
  SECRETARY OF STATE
Effective:
  19 Apr 2006
Address:
  2300 N LINCOLN BLVD STE 101
City, State , ZipCode:
  OKLAHOMA CITY OK 73105 4897

ofiles: (0-9) A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

ChevronTexaco Corporation History

Address: 575 Market Street San Francisco, California 94105-2856 U.S.A. **Telephone:** (415) 894-7700 **Fax:** (415) 894-0583 **Website:** www.chevrontexaco.com	**Public Company** **Incorporated:** 1906 as Standard Oil Company (California) **Employees:** 53,000 **Sales:** $104.41 billion (2001) **Stock Exchanges:** New York Pacific **Ticker Symbol:** CVX **NAIC:** 211111 Crude Petroleum and Natural Gas Extraction; 324110 Petroleum Refineries; 325110 Petrochemical Manufacturing; 447110 Gasoline Stations with Convenience Stores; 447190 Other Gasoline Stations; 486110 Pipeline Transportation of Crude Oil; 486210 Pipeline Transportation of Natural Gas; 486910 Pipeline Transportation of Refined Petroleum Products

Company Perspectives:

At the heart of the ChevronTexaco Way is our vision ... to be the global energy company most admired for its people, partnership and performance. Our vision means: Providing energy products and services that are vital to society's quality of life. Being known as people with superior capabilities and commitment, both as individuals and as an organization. Thinking and behaving globally, and valuing the positive influence this has on our company. Being the partner of choice because we best exemplify collaboration. Delivering world-class performance. Earning the admiration of all our stakeholders--investors, customers, host governments, local communities and our employees--not only for the goals we achieve but how we achieve them.

Key Dates:

1879: Pacific Coast Oil Company is founded in California.
1900: Pacific Coast is purchased by the Standard Oil Trust.
1906: Pacific Coast is merged with Standard Oil of Iowa to form Standard Oil Company (California), known as Socal.
1911: The Standard Oil Trust is ordered dissolved by the U.S. Supreme Court, and Socal emerges as an independent firm officially called Standard Oil (California).
1926: Socal merges with Pacific Oil Company, a division of Southern Pacific Railroad Company; company name is changed to Standard Oil Company of California.
1930: Socal strikes oil in Bahrain, beginning the firm's involvement in the Middle East.
1933: Company gains drilling rights in Saudi Arabia.

1936: Socal sells 50 percent of its drilling rights in Saudi Arabia and Bahrain to the Texas Company (later Texaco Inc.), forming a

e California-Texas Oil Company (Caltex); the Saudi arm of the Caltex venture is later called Arabian

ny (Aramco).

is sold to Standard Oil Company (New Jersey) and 10 percent to Socony-Vacuum Oil Company.

ndard Oil Company of Kentucky to market gasoline in the southeastern United States.

cked by the OPEC oil embargo and the nationalization of a number of Caltex holdings.

audi Arabia nationalizes Aramco.

me to Chevron Corporation, Chevron having become the firm's main marketing brand; company

oration for $13.2 billion.

enture with the Republic of Kazakhstan to develop the huge Tengiz oil field.

ural gas business to Natural Gas Clearinghouse, gaining a 27 percent stake in a firm later called

worldwide chemical operations with those of Phillips Petroleum Company, forming a 50-50 joint

on Phillips Chemical Company.

xaco in a $45 billion deal, forming ChevronTexaco Corporation.

is the creation of the 2001 merger of California-based Chevron Corporation, one of the many progeny nd Texaco Inc., a company whose history traces back to the early boom years of the Texas oil industry. iously began to intertwine in the 1930s with the formation of the Caltex and Aramco ventures in the o began its existence as the number two U.S.-based integrated oil company (behind Exxon Mobil ur in the world, behind Exxon Mobil, BP p.l.c., and Royal Dutch/Shell Group. The company had some gas reserves and had daily production of 2.7 million barrels. Major producing areas included the Gulf of anada, Kazakhstan, Argentina, Angola, Nigeria, Republic of Congo, Venezuela, Australia, Indonesia, v Guinea, the North Sea, and the Middle East. On the downstream side, ChevronTexaco operated 22 nd more than 25,000 service stations on six continents under such brands as Chevron, Texaco, Caltex, he United States, the company's marketing operations were strongest in the western, southwestern, country. Among the company's other operations and interests were a 50 percent interest in Chevron LLC, a major petrochemical manufacturer (the other 50 percent was held by Phillips Petroleum Corporation); equity interests in 47 power projects worldwide; and a 27 percent stake in Dynegy, Inc., a marketer and trader of energy products, including electricity, natural gas, and coal.

The corporation grew from its modest California origins in the late 19th century to become a major power in the international oil market. Its dramatic discoveries in Saudi Arabia gave Chevron a strong position in the world's largest oil region and helped fuel 20 years of record earnings in the postwar era. The rise of the Organization of Petroleum Exporting Countries (OPEC) in the early 1970s deprived Chevron of its comfortable Middle East position, causing considerable anxiety and a determined search for [domestic] oil resources at a company long dependent on foreign supplies. The firm's 1984 purchase of Gulf Corporation—at $13.2 billion, the largest industrial transaction to that date—more than doubled Chevron's oil and gas reserves but failed to bring its profit record back to pre-1973 levels of performance. By the mid-to-late 1990s, however, Chevron was posting strong earnings, a result of higher gasoline prices and the company's restructuring and cost-cutting efforts.

Company Origins

Chevron's oldest direct ancestor is the Pacific Coast Oil Company, founded in 1879 by Frederick Taylor and a group of investors. Several years before, Taylor, like many other Californians, had begun prospecting for oil in the rugged canyons north of Los Angeles; unlike most prospectors, Taylor found what he was looking for, and his Pico Well #4 was soon the state's most productive. Following its incorporation, Pacific Coast developed a method for refining the heavy California oil into an acceptable grade of kerosene, then the most popular lighting source, and the company's fortunes prospered. By the turn of the century Pacific had assembled a team of producing wells in the area of Newhall, California, and built a refinery at Alameda Point across the San Francisco Bay from San Francisco. It also owned both railroad tank cars and the *George Loomis*, an oceangoing tanker, to transport its crude from the field to the refinery.

One of Pacific Coast's best customers was Standard Oil Company of Iowa, a marketing subsidiary of the New Jersey-headquartered Standard Oil Trust. Iowa Standard had been active in northern California since 1885, selling both Standard's own eastern oil and also large quantities of kerosene purchased from Pacific Coast and the other local oil companies. The West Coast was important to Standard Oil Company of New Jersey not only as a market in itself but also as a source of crude for sale to its Asian subsidiaries. Jersey Standard thus became increasingly attracted to the area and in the late 1890s tried to buy Union Oil Company, the state leader. The attempt failed, but in 1900 Pacific Coast agreed to sell its stock to Jersey Standard for $761,000 with the understanding that Pacific Coast would produce, refine, and distribute oil for marketing and sale by Iowa Standard representatives. W.H. Tilford and H.M. Tilford, two brothers who were longtime employees of Standard Oil, assumed the leadership of Iowa Standard and Pacific Coast, respectively.

Drawing on Jersey Standard's strength, Pacific Coast immediately built the state's largest refinery at Point Richmond on San Francisco Bay and a set of pipelines to bring oil from its San Joaquin Valley wells to the refinery. Its crude production rose steeply over the next decade, yielding 2.6 million barrels a year by 1911, or 20 times the total for 1900. The bulk of Pacific Coast's holdings

dway fields in the southern half of California, with wells rich enough to supply Iowa Standard with an but never enough to satisfy its many marketing outlets. Indeed, even in 1911 Pacific Coast was nt of the state's crude, forcing partner Iowa Standard to buy most of its crude from outside suppliers te Oil.

ic Coast and Iowa Standard were no longer operating as separate companies. In 1906 Jersey Standard West Coast subsidiaries into a single entity called Standard Oil Company (California), generally known Standard recognized the future importance of the West and quickly increased the new company's capital . Socal added a second refinery at El Segundo, near Los Angeles, and vigorously pursued the growing asoline in both the western United States and Asia. Able to realize considerable transportation savings he Pacific markets of its parent company, Socal was soon selling as much as 80 percent of its kerosene mist, Eric A. Starke, was chiefly responsible for several breakthroughs in the refining of California's osene, and by 1911, Socal was the state leader in kerosene production.

lay in refining and marketing. Its large, efficient refineries used approximately 20 percent of California's h more than Socal's own wells could supply. To keep the refineries and pipelines full, Socal bought return handled a portion of the marketing and sale of Union kerosene and naphtha. In the sale of al maintained a near-total control of the market in 1906, supplying 95 percent of the kerosene and 85 naphtha purchased in its marketing area of California, Arizona, Nevada, Oregon, Washington, Hawaii, re dipped somewhat in the next five years. When necessary, Socal used its dominant position to inhibit tting. By the time of the dissolution of the Standard Oil Trust in 1911, Socal, like many of the Standard e overwhelming leader in the refining and marketing of oil in its region while lagging somewhat in the

: Growth As an Independent Company

h of Standard Oil and a vigorous Western economy combined to increase Socal's net book value from a $39 million. *It was in 1911, however, that Jersey Standard, the holding company for Socal and the* as ordered dissolved by the U.S. Supreme Court in order to break its monopolistic hold on the oil endent units carved out of the former parent company, Socal, sporting a new official name of Standard o do without Standard's financial backing, but the new competitor hardly faced the world unarmed. Socal [illegible]nt marketing and refining position, its extensive network of critical pipelines, a modest but growing fleet of oil tankers, its many oil wells, and, most helpfully, some $14 million in retained earnings. The latter proved useful in Socal's subsequent rapid expansion, as did California's growing popularity among U.S. citizens looking for a fresh start in life. The state population shot up quickly, and most of the new residents found that they depended on the automobile–and, hence, on gasoline–to navigate the state's many highway miles.

The years leading up to World War I saw a marked increase in Socal's production of crude. From a base of about 3 percent of the state's production in the early part of the century, Socal rode a series of successful oil strikes to a remarkable 26 percent of nationwide crude production in 1919. The company expanded

In the late 1920s Socal's posture changed. At that time Gulf Corporation was unable to interest its fellow partners in Iraq Petroleum Company in the oil rights to Bahrain, a small group of islands off the coast of Saudi Arabia. Iraq Petroleum was then the chief cartel of oil companies operating in the Middle East, and its members were restricted by the Red Line Agreement of 1928 from engaging in oil development independently of the entire group. Gulf was therefore unable to proceed with its Bahrain concession and sold its rights for $50,000 to Socal, which was prodded by Maurice Lombardi and William Berg, two members of its board of directors. This venture proved successful. In 1930 Socal geologists struck oil in Bahrain, and within a few years, the California company had joined the ranks of international marketers of oil.

Bahrain's real importance, however, lay in its proximity to the vast fields of neighboring Saudi Arabia. The richest of all oil reserves lay beneath an inhospitable desert and until the early 1930s was left alone by the oil prospectors. But at that time, encouraged by the initial successes at Bahrain, Saudi Arabia's King Ibn Saud hired a U.S. geologist to study his country's potential oil reserves. The geologist, Karl Twitchell, liked what he saw and tried on behalf of the king to sell the concession to a number of U.S. oil companies. None was interested except the now adventurous Socal, which in 1933 won a modest bidding war and obtained drilling rights for a £5,000 annual fee and a loan of £50,000. After initial exploration revealed the fantastic extent of Arabian oil, Socal executives realized that the company would need access to markets far larger than its own meager foreign holdings, and in 1936 Socal sold 50 percent of its drilling rights in Saudi Arabia and Bahrain to the Texas Company, later Texaco, the only other major oil company not bound by the Red Line Agreement. Thus was created the California-Texas Oil Company (Caltex). Once the oil started flowing in 1939, King Saud was so pleased with his partners and the profits they generated for his impoverished country that he increased the size of their concession to 440,000 square miles, an area the size of Texas, Louisiana, Oklahoma, and New Mexico combined.

Postwar Expansion

Socal and the Texas Company agreed to market their products under the brand name Caltex and developed excellent representation in both Europe and the Far East, especially in Japan. The new partners realized soon after the end of World War II, however, that the Saudi oil fields were too big even for the both of them, and in 1948, to raise further capital, they sold 40 percent of

American Oil Company (Aramco) for $450 million--30 percent going to Standard Oil Company (New
Corporation, and 10 percent to Socony-Vacuum Oil Company, forerunner of Mobil Corporation--leaving
30 percent each. With its crude supply secure for the foreseeable future, Socal was able to market oil
in North America's fastest-growing demographic region, California and the Pacific Coast. As later
it, Saudi Arabia was a "jackpot beyond belief," supplying Caltex markets overseas with unlimited
-grade oil. By the mid-1950s Socal was getting one-third of its crude production out of Aramco and,
d that Saudi Arabia accounted for two-thirds of its reserve supply. Other important fields had been
/enezuela, but Socal was particularly dependent on its Aramco concession for crude.

al by 1949 had grown into one of the few American companies with $1 billion in assets. No longer the
producer, Socal was still among the leaders and had recently made plentiful strikes in Louisiana and
e California. In addition to its original refineries at Point Richmond and El Segundo, Socal had added
California, and in Salt Lake City, Utah. Socal's marketing territory included at least some representation
ecent, limited foray into the northeastern United States, mainly as an outlet for some of its cheap Middle
al territory was still west of the Rocky Mountains, where the company continued to control about 28
during the postwar years, a far cry from the 90 percent it owned at the turn of the century but still easily a
's leading automotive region.

the war the U.S. economy became completely dependent upon oil. As both a cause and an effect of
ash in oil. The Middle East, Latin America, and Southeast Asia all contributed mightily to a prolonged
the price of oil in real dollars. The enormous growth in world consumption assured Socal of a
a concomitant increase in profits at an annual rate of about 5.5 percent. By 1957, for example, Socal
of oil products annually and ranked as the world's seventh largest oil concern. Its California base
dvantages in the prevailing buyer's market. By drawing upon its own local wells for the bulk of its U.S.
p its transportation costs lower than most of its competitors, and California's zooming population and
y afforded an ideal marketplace. As a result, Socal consistently had one of the best profit ratios among
1950s and 1960s.

had begun to slow, however, and along with the rest of the world Socal grew ever more dependent on
rall health. The rich Bay Marchand strike off the Louisiana coast helped stem the tide temporarily. By
9 million barrels per year from Marchand and had bought Standard Oil Company of Kentucky to market
its gas... southeastern United States. But the added domestic production only masked Socal's increasing reliance on Saudi Arabian oil, which by 1971 provided more than three-quarters of Socal's proven reserves. As long as the Middle Eastern countries remained cooperative, such an imbalance was not of great concern, and by vigorously selling its cheap Middle Eastern oil in Europe and Asia, Socal was able to rack up a perfect record of profit increases every year in the 1960s. By 1970, 20 percent of Socal's $4 billion in sales was generated in the Far East, with Japan again providing the lion's share of that figure. The firm's European gas stations, owned jointly with Texaco until 1967, numbered 8,000.

Challenge of OPEC Beginning in the 1970s

The world oil picture had changed fundamentally by 1970, however. The 20-year oil surplus had given way in the face of rampant consumption to a general and increasing shortage, a shift soon taken advantage of by OPEC members. In 1973 and 1974 OPEC took control of oil at its source and engineered a fourfold increase in the base price of oil. Socal was now able to rely on its Saudi partner for only a tiny price advantage over the general rate and it was no longer in legal control of sufficient crude to supply its worldwide or domestic demand. The sudden shift in oil politics revealed a number of Socal shortcomings. Though it had 17,000 gas stations in 39 U.S. states, Socal was not a skilled marketer either in the United States or in Europe, where its former partner, Texaco, had supplied local marketing savvy. In its home state of California, for example, Socal's market share was 16 percent and continuing to drop and Socal had missed out on both the North Sea and Alaskan oil discoveries of the late 1960s. Furthermore, the OPEC-spawned upheaval included the nationalization of a number of Caltex holdings in the Middle East, and in 1978 Caltex Oil Refining (India) Ltd. was nationalized by the government of India. A further blow to Socal's overseas operations came in 1980 when the government of Saudi Arabia nationalized Aramco.

Socal responded to these problems by merging all of its domestic marketing into a single unit, Chevron USA, and began cutting employment, at first gradually and later more deeply. Also, Socal stepped up its domestic exploration efforts while moving into alternative sources of energy, such as shale, coal, and uranium. In 1981 the company made a $4 billion bid for AMAX Inc., a leader in coal and metal mining but had to settle for a 20 percent stake. In 1984 Standard Oil Company of California changed its name to Chevron Corporation, tying the company more directly with its main marketing brand. Also in 1984, after a decade of sporadic attempts to lessen its dependence on the volatile Middle East, Chevron Corporation met its short-term oil needs in a more direct fashion: it bought Gulf Corporation.

The $13.2 billion purchase, at that time the largest in the history of U.S. business, more than doubled Chevron's proven reserves and created a new giant in the U.S. oil industry, with Chevron now the leading domestic retailer of gasoline and, briefly, the second largest oil company by assets. Certain factors made the move appear ill-timed, however. Oil prices had peaked around 1980 and begun a long slide that continued until the Gulf War of 1990, which meant that Chevron had saddled itself with a $12 billion debt at a time of shrinking sales. As a result, it was not easy for Chevron to sell off assets as quickly as desired, both to reduce debt and to

eliminate the many areas of overlap created by the merger. Chevron eventually rid itself of Gulf's Canadian operations and all of
theastern and southeastern United States, paring 16,000 jobs in the meantime, but oil analysts pointed
per employee and return of capital as evidence of Chevron's continued poor performance.

s

began publicizing its environmental programs, a response in part to public pressure on all oil companies
nmental policies. From 1989 to 1993 Chevron Shipping Company had the best overall safety record
. In 1993, while transporting nearly 625 million barrels of crude oil, Chevron Shipping spilled an amount
els. During this same period, Chevron utilities supervisor Pete Duda recognized an opportunity to
ewater treatment pond into a 90-acre wetland. Fresh water and new vegetation were added to the site,
ttracting a variety of birds and other wildlife, as well as the attention of the National Audubon Society,
e California Department of Fish and Game. The conversion saved Chevron millions, as conventional
e cost about $20 million.

gan the 1990s with less than glowing returns. Chevron's 1989 results were poor, and in that year's
nneth Derr announced a program to upgrade the company's efficiency and outlined as well a five-year
ers' investment that exceeds the performance of our strongest competitors." The company also took
1993 Chevron entered into a partnership with the Republic of Kazakhstan to develop the Tengiz oil field,
overed in the area.

r's announcement, Chevron had met its goal for stockholders, largely through restructuring and efforts to
ency. From 1989 to 1993 Chevron cut operating costs by more than $1 per barrel and the company's
t return, compared with an average of 13.2 percent return for its competitors. The company celebrated
2,000 of its employees a one-time bonus of 5 percent of their base pay.

oal, Chevron continued its cost-cutting and efficiency efforts. In December 1995 the company
f its U.S. gasoline marketing. It combined regional offices, consolidated support functions, and
t toward service and sales growth. One example of the company's new efforts toward marketing was a
d's Corporation. In April 1997, as a response to "one-stop shopping" marketing trends, Chevron and
d a new gas station and food facility in Lakewood, California. The two companies shared the space, and
and pump gas at the same time. They could pay for the order with a Chevron card. More
Chevron/McDonald's facilities were planned for California and elsewhere in the United States.

Chevron also cut its refining capacity, where margins were especially low in the early 1990s. Capacity dropped by 407,000 barrels a day from 1992 to 1995. The company helped reduce its refining capacity by selling its Port Arthur, Texas, refinery in February 1995 to Clark Refining & Marketing Inc. Chevron controlled 10.2 percent of U.S. refining capacity in 1992 but just 7.5 percent by 1995. These measures seemed to improve the company's fortunes, as its earnings jumped in 1996 to more than $2.6 billion, an all-time high. Stockholder return for the year was 28.5 percent. High gasoline prices also contributed to Chevron's huge profits. The company was able to take advantage of high crude prices by increasing production at its Kazakhstan and West African facilities. Also during 1996, Chevron sold its natural gas business to Houston-based NGC Corporation, gaining a 27 percent stake in the Houston-based energy marketer and trader, which changed its name to Dynegy Inc. in 1998. Late in 1997 Chevron sold the marketing side of Gulf Oil (Great Britain) Limited to a unit of Royal Dutch/Shell Group in a deal that included 450 service stations in the United Kingdom and three fuel terminals.

Cracks in the OPEC cartel and more efficient energy exploration technologies led to an oil glut and plunging oil prices in 1998 and 1999. With prices falling to as low as $10 per barrel, several major oil companies responded with a wave of megamergers that transformed the industry. Chevron, however, completed only two smaller acquisitions in 1999, picking up Rutherford-Moran Oil Corporation, a small U.S. independent with proven oil and gas reserves in the Gulf of Thailand, and Petrolera Argentina San Jorge S.A., the number three oil company in Argentina. The company made unsuccessful bids for both Atlantic Richfield Corporation and Amoco Corporation (both of which eventually were subsumed within BP p.l.c., the successor of British Petroleum Company PLC) and entered into advanced merger talks with Texaco in mid-1999. The latter discussions failed at least in part because the two sides could not agree on who should head up the combined firm. Meanwhile, Chevron exited from offshore California production in early 1999 when it sold its share of the Point Arguello project, located offshore near the city of Santa Barbara, and the rest of its California offshore properties to Venoco Inc. At the end of 1999 Derr retired from Chevron after 11 years as chairman and CEO, with Vice-Chairman Dave O'Reilly taking over those positions.

Formation of ChevronTexaco in the New Century

In addition to the spate of megamergers, the period around the end of the millennium was also noteworthy for the number of major joint ventures that were formed between various petroleum companies. For its part, Chevron combined its worldwide chemical operations with those of Phillips Petroleum Company, forming a 50-50 joint venture called Chevron Phillips Chemical Company LLC. Created in July 2000, the new venture began with about $6.1 billion in total assets and $5.7 billion in annual revenues. The two companies anticipated annual cost savings of about $150 million from the combination, partly from the elimination of about 600 positions, or 10 percent of the combined workforce.

A few months after the consummation of this merger, Chevron belatedly joined the megamerger bandwagon with the announcement
d Texaco, the longtime Caltex partners. The deal was struck despite the spike in oil prices, which had
by the time of the merger announcement in October 2000, and the paramount rationale for the
al for substantial cost savings--initial estimates were for $1.2 billion in annual savings. Structured as a
, the merger was completed on October 9, 2001, with Texaco shareholders receiving .77 shares of
exaco Corporation, the new name adopted by Chevron Corporation. The final value of the deal was $45
n in Texaco stock and $6.7 billion in Texaco debt. Texaco Inc. became a subsidiary of ChevronTexaco.
ed subsidiary of the newly enlarged firm was Caltex Corporation, which had moved its headquarters
1999 to be closer to its core markets. ChevronTexaco began with a market capitalization of $97 billion,
of the so-called supermajor oil firms, which included Exxon Mobil Corporation, BP, and Royal
or the company remained in San Francisco, but plans were soon made for a move to a nearby San
g 2002. Heading up ChevronTexaco were O'Reilly as chairman and CEO along with two vice-chairmen,
een Chevron vice-chairman, and Glenn Tilton, who had become chairman and CEO of Texaco in

Federal Trade Commission ordered the divestment of stakes in two refining and marketing joint
aco: Equilon Enterprises LLC and Motiva Enterprises LLC. These interests were transferred to a trust
erger. Then in February 2002 Shell Oil Company and Saudi Refining, Inc. purchased the interests for
assumption of $1.6 billion in debt. Meanwhile, in October 2001, the development of the Tengiz field in
t when a new pipeline came online. Previously much of the crude oil from the field had been shipped by
aport of Ventspils, Latvia. The new 900-mile, $2.6 billion pipeline, built by the Caspian Pipeline
ed by ChevronTexaco, ran from the Tengiz field westward through Russia to the Black Sea port of
ted a much less costly form of transportation for exporting the crude oil. Another development in late
nTexaco's equity stake in Dynegy. Energy trading giant Enron Corporation was on the verge of
ce plunging, amid allegations of accounting and other improprieties. In November Dynegy announced
for about $9 billion, and ChevronTexaco committed to inject an additional $2.5 billion into Dynegy in
the continuing collapse in Enron's stock price, however, Dynegy canceled the deal later in November.
bankruptcy and also suing Dynegy for withdrawing from the takeover, with a countersuit soon following.

ation efforts led ChevronTexaco to suffer a net loss of $2.52 billion for the fourth quarter of 2001. This
rges related to the merger, including severance payments for some of the 4,500 employees who lost
merger, facility-closure costs, and other expenses. The company took an additional $1.85 billion in
writedowns of energy, mineral, and chemical assets as it looked closely at the combined operations and pared back on investments. ChevronTexaco was now aiming to achieve annual cost savings of $1.8 billion by 2003. For the year, the company reported net income of $3.29 billion on revenues of $104.41 billion. Looking to the future, analysts were expecting the company to pursue another significant acquisition in order to keep up with the other supermajors, each of which continued to grow aggressively. Possible acquisition candidates included Burlington Resources Inc., Conoco Inc., Marathon Oil Corporation, and Phillips Petroleum. Conoco and Phillips, however, soon announced their own merger, although ChevronTexaco was reportedly considering stepping in with an offer for one of the two firms, both of which were attractive as being among the last independent midsize energy concerns.

Principal Subsidiaries: Chevron U.S.A. Inc.; Chevron Capital Corporation; Chevron Pipe Line Company; The Pittsburgh & Midway Coal Mining Co.; Chevron Overseas Petroleum Inc.; Texaco Inc.; Chevron Canada Limited; Chevron International Limited (Liberia); Chevron Nigeria Limited; Caltex Corporation (Singapore); Chevron U.K. Limited.

Principal Competitors: Exxon Mobil Corporation; BP p.l.c.; Royal Dutch/Shell Group; TOTAL FINA ELF S.A.

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Chevron Corporation

From Wikipedia, the free encyclopedia
(Redirected from Standard Oil Company of California)

Chevron Corporation (commonly known as **Chevron**) is an American multinational energy corporation headquartered in San Ramon, California, and active in over 180 countries. The company is engaged in the oil, natural gas, and geothermal sectors, including exploration and production; refining, marketing and transport; chemicals manufacturing and sales; and power generation.

Chevron is one of the world's "supermajor" oil companies (also known as "Big Oil"), along with BP, ExxonMobil, Shell and Total.[3] As of 2012 it was ranked as America's third largest corporation in the Fortune 500.[4][5] In 2011 it was named the 16th largest public company in the world by Forbes Global 2000.[6][7]

Chevron Corporation

Logo used since 2006.

Type	Public
Traded as	NYSE: CVX (http://www.nyse.com/about/listed/lcddata.html?ticker=cvx) Dow Jones Industrial Average Component S&P 500 Component
Industry	Oil and gas
Predecessor(s)	Standard Oil of California Gulf Oil[1]
Founded	1984
Headquarters	San Ramon, California, U.S.
Area served	Worldwide
Key people	John S. Watson (Chairman & CEO)
Products	Petroleum, natural gas and other petrochemicals, *See Chevron products*
Revenue	▼ US$ 241.909 billion (2012)[2]
Operating income	▼ US$ 46.332 billion (2012)[2]
Net income	▼ US$ 26.179 billion (2012)[2]
Total assets	▲ US$ 232.982 billion (2012)[2]

Contents

Total equity	▲ US$ 137.832 billion (2012)[2]
Employees	62,000 (Dec 2012)[2]
Website	Chevron.com (http://www.chevron.com/)

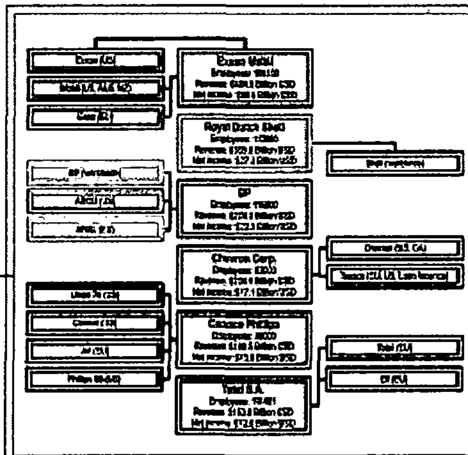


Chart of the major energy companies dubbed "Big Oil" sorted by latest published revenue

History

Main article: History of Chevron Corporation

The oldest predecessor of Chevron Corporation is Pacific Coast Oil Company (also known as "Coast Oil"), which was founded after oil was discovered at the Pico Canyon Oilfield) north of Los Angeles in 1879.[*citation needed*] It was acquired by Standard Oil Co. in 1900. Also, a future part of Chevron, Texaco was founded in 1901 in Texas.[*citation needed*]

Entrance to Chevron's headquarters complex in San Ramon, California

In 1950, Chevron was one of three large oil companies that were charged and convicted of criminal conspiracy for their part in the General Motors streetcar conspiracy. The scandal involved purchasing streetcar systems throughout the United States and dismantling and replacing them with buses,[8] in order to increase their sales of petroleum, automobiles and tires.

Chevron was found to have evaded $3.25 billion in federal and state taxes from 1970 to 2000 through a complex petroleum pricing scheme involving a project in Indonesia.[9][10] Chevron allegedly reduced its tax liabilities by buying oil from Caltex, an organization it owned, at inflated prices.[*citation needed*]

On October 15, 2000, Chevron announced its acquisition of Texaco in a deal valued at $45 billion, creating the second-largest oil company in the United States and the world's fourth-largest publicly traded oil company with a combined market value of approximately $95 billion.[11][12][13]

One of the U.S. Embassy cables published by WikiLeaks was regarding a conversation on March 19, 2000, between the Iraqi Prime Minister, Nouri al-Maliki, and the U.S. chargé d'affaires.[14] One of the subjects discussed was the negotiation between the Iraqi Prime Minister and Chevron concerning a cross-border oilfield (Iran–Iraq), despite U.S. sanctions against it. Chevron asserted that they had not engaged in any negotiations that would violate U.S. law.[15] This document was intended to have been kept secret until 2029.[14]

Chevron describes the situation as "a violent occupation of private property by aggressors seeking to extort cash payments from the company".[16] The Nigerian government is reportedly 80% dependent upon oil production.[17] The documentary *Drilling and Killing* covers these and other topics. U.S. District Judge Susan Illston, in allowing a lawsuit brought by victims and their families against Chevron to proceed, said that there was evidence that Chevron had hired and provided transportation to Nigerian military forces known for their "general history of committing abuses".[18] In March 2008, the plaintiffs' lawyers, without explanation, "quietly moved to withdraw half of their claims" against Chevron.[19]

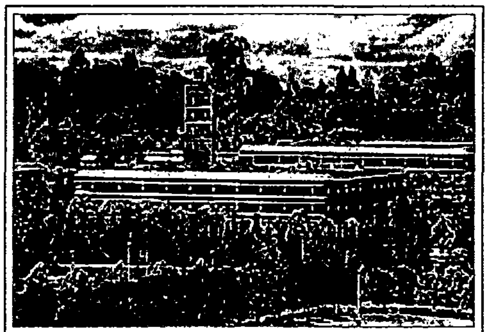
On December 1, 2008, a federal jury cleared Chevron of all charges brought against them in the case. The jury deliberated for almost two days. Chevron had claimed that the military intervention was necessary to protect the lives of its workers and considers the jury's decision vindication for the accusations of wrongdoing.[20]

In July 2013, Chevron signed an agreement with Argentina 's YPF to invest $1.24 billion in the Vaca Muerta oil field.[21]

Operations

Main article: Operations of Chevron Corporation

Chevron employs approximately 62,000 people (of which approximately 31,000 are employed in U.S. operations). As of December 31, 2010, Chevron had 10.545 billion barrels (1.6765×10^9 cubic metres) of oil-equivalent net proved reserves. Daily production in 2010 was 2.763 million barrels per day (439.3×10^3 m^3/d). The company operates approximately 19,550 retail sites in 84 countries. The company also has interests in 13 power generating assets in the United States and Asia and has gas stations in Western Canada.[citation needed]



One view of the sprawling Chevron headquarters complex

Chevron's oil and gas exploration and production operations are primarily in the US, Australia, Nigeria, Angola, Kazakhstan, and the Gulf of Mexico. The Gulf is where the company's deepest offshore drilling takes place at Tahiti and Blind Faith. In the US, it also mines out of Permian Basin in West Texas and southeastern New Mexico and in the Marcellus Shale. The Shale is a rock formation under several North Eastern US states. Chevron's largest single resource project is the $43 billion Gorgon Gas Project in Australia. It also produces natural gas from West Australia. Onshore and offshore mining is done in the Niger Delta in Nigeria and in Agola and Kazakhstan. As of 2013 it was evaluating an oil and gas field west of Shetland.[22]

Chevron is the owner of the Standard Oil trademark in 16 states in the western and southeastern U.S. To maintain ownership of the mark, the company owns and operates one Standard-branded Chevron station in each state of the area.[23] Additionally, Chevron owns the trademark rights to Texaco and Caltex fuel and lubricant products.[citation needed]

Chevron Shipping Company, a wholly owned subsidiary of Chevron, provides the maritime transport operations, marine consulting services and marine risk management services for Chevron Corporation.[citation needed] Chevron ships historically had names beginning with "Chevron", such as the Chevron Washington and Chevron South America, or were named after former or serving directors of the company. Samuel Ginn, William E. Crain, Kenneth Derr, Richard Matzke and most notably Condoleezza Rice were among those honored, but the ship named after Rice was subsequently renamed as Altair Voyager.[24]

Chevron also develops alternative energy, such as solar, wind, biofuel, and geothermal through to ventures: Chevron Energy Solutions and Chevron Technology Ventures. The company has stated it plans to spend $2 billion on renewable power projects from 2010-2013.

Environmental record

Main article: Environmental record of Chevron Corporation

In Ecuador Texaco Petroleum Company (TexPet) discharged 18 billion gallons of oil into Amazonian rainforests, leading to accusations by locals that the spill increased cancer rates, killed livestock and damaged the rainforest. A class action lawsuit resulted, with Chevron claiming not to be legally liable due to their contract with the country. Chevron inherited the lawsuit through a merge with Texaco in the early 2000s. The lawsuits have gone through several appeals and are still in process today.[25]

The Richmond refinery has generated 11 million pounds of toxic materials and caused 304 accidents. The refinery has paid $540,000 in 1998 for illegally bypassing waste water treatments and not notifying the public about toxic releases.

In 2003, Chevron paid a $7 million penalty for violations of the Clean Air Act.

Chevron was accused to be limiting access to large NiMH batteries through its stake in Cobasys and control of patent licenses in order to remove a competitor to gasoline. This culminated in a lawsuit against Panasonic and Toyota over production of the EV-95 battery used in the RAV4 EV.

The KS Endeavor jackup rig exploded on 16 January 2012 while drilling an exploration well for Chevron in the Funiwa field in Nigeria. The explosion resulted in the death of two of the 154 workers on board and a fire that burned for 46 days before the well was sealed on 18 June. According to a Reuters news report, workers on the KS Endeavor were ignored by Chevron when they requested evacuation due to concerns of increasing smoke billowing from the drilling borehole.

Corporate

Finance

For the fiscal year 2011, Chevron reported earnings of US$ 26.9 billion, with an annual revenue of US$ 257.3 billion, an increase of 23.3% over the previous fiscal cycle. Chevron's share's traded at over $105 per share, and it's market capitalization was valued at over US$ 240 billion.[26]

Headquarters

Chevron's corporate headquarters are located in a 92-acre campus in San Ramon, California. The company moved there from its earlier headquarters at 555 Market Street in San Francisco, California, where it was located since its inception in 1879.[27] Chevron also operates from office towers in Houston, Texas, where it leased the 1500 Louisiana

Street and 1400 Smith Street from former Texas energy giant Enron. Chevron is also planning a new office tower in downtown Houston next to its existing properties at 1600 Lousiana Street.[28]

Political contributions

Since January 2011 Chevron has contributed almost $15 million on Washington lobbying. On October 7, 2012 Chevron donated $2.5 million to the Republican Congressional Leadership Fund super PAC that is closely tied to House Speaker John Boehner.[29]

Chevron tower in downtown Houston

Board of directors

- John S. Watson (Chairman & CEO)
- George L. Kirkland (Vice Chairman)
- Linnet F. Deily
- Robert Denham
- Robert James Eaton
- Franklyn Jenifer
- Enrique Hernandez, Jr.
- Donald Rice
- Kevin W. Sharer
- Charles Shoemate
- John G. Stumpf
- Ronald Sugar
- Carl Ware

Condoleezza Rice is a former member of the board of directors, and also headed Chevron's committee on public policy until she resigned on January 15, 2001, to become National Security Advisor to President George W. Bush.

On September 30, 2009, John Watson, age 52, was elected Chairman of the Board and CEO, effective at the December 31, 2009 retirement of David J. O'Reilly.

See also

- RAV4 EV
- Patent encumbrance of large automotive NiMH batteries
- Texaco
- *Chevron U.S.A., Inc. v. Natural Resources Defense Council, Inc.*

- Gordon L. Park
- Jack 2
- Trans-Caribbean pipeline
- Pico Canyon Oilfield

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External links

- Chevron Corporate Site (http://www.chevron.com/)

- SWOT Analysis of Chevron Corporation (http://www.livebiznews.com/fortune-global-companies/petroleum-refining/chevron-corporation/chevron-corporation-swot-analysis/)

Retrieved from "http://en.wikipedia.org/w/index.php?title=Chevron_Corporation&oldid=565602224"

Categories: 1984 establishments in the United States | Algal fuel producers | Automotive companies of the United States | Automotive fuel brands | Chemical companies of the United States | Chevron Corporation | Companies based in Contra Costa County, California | Companies established in 1984 | Companies in the Dow Jones Industrial Average | Companies listed on the New York Stock Exchange | Financial District, San Francisco | Gas stations in Canada | Multinational oil companies | Multinational companies headquartered in the United States | Oil companies of the United States | Peabody Award winners | Convenience stores of the United States | Gas stations of the United States | San Ramon, California

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Chevron Corporation

Chevron

Logo used since 2006.

Type	Public
Traded as	NYSE: CVX (http://www.nyse.com/about/listed/lcddata.html?ticker=cvx) Dow Jones Industrial Average Component S&P 500 Component
Industry	Oil and gas
Predecessor (s)	Standard Oil of California Gulf Oil[1]
Founded	1984
Headquarters	San Ramon, California, U.S.
Area served	Worldwide
Key people	John S. Watson (Chairman & CEO)
Products	Petroleum, natural gas and other petrochemicals, *See Chevron products*
Revenue	▼ US$ 241.909 billion (2012)[2]
Operating income	▼ US$ 46.332 billion (2012)[2]
Net income	▼ US$ 26.179 billion (2012)[2]
Total assets	▲ US$ 232.982 billion (2012)[2]

Contents

Total equity	▲ US$ 137.832 billion (2012)[2]
Employees	62,000 (Dec 2012)[2]
Website	Chevron.com (http://www.chevron.com/)

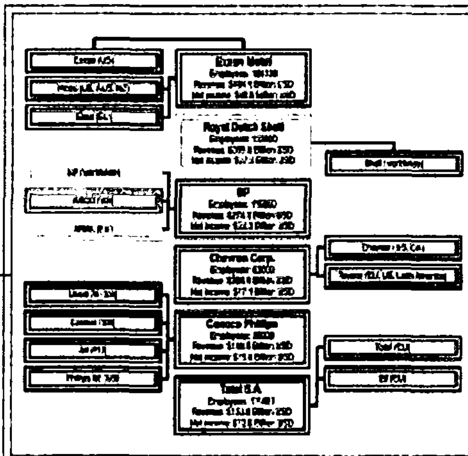


Chart of the major energy companies dubbed "Big Oil" sorted by latest published revenue

History

Main article: History of Chevron Corporation

The oldest predecessor of Chevron Corporation is Pacific Coast Oil Company (also known as "Coast Oil"), which was founded after oil was discovered at the Pico Canyon Oilfield) north of Los Angeles in 1879.[citation needed] It was acquired by Standard Oil Co. in 1900. Also, a future part of Chevron, Texaco was founded in 1901 in Texas.[citation needed]

Entrance to Chevron's headquarters complex in San Ramon, California

In 1950, Chevron was one of three large oil companies that were charged and convicted of criminal conspiracy for their part in the General Motors streetcar conspiracy. The scandal involved purchasing streetcar systems throughout the United States and dismantling and replacing them with buses,[8] in order to increase their sales of petroleum, automobiles and tires.

Chevron was found to have evaded $3.25 billion in federal and state taxes from 1970 to 2000 through a complex petroleum pricing scheme involving a project in Indonesia.[9][10] Chevron allegedly reduced its tax liabilities by buying oil from Caltex, an organization it owned, at inflated prices.[citation needed]

On October 15, 2000, Chevron announced its acquisition of Texaco in a deal valued at $45 billion, creating the second-largest oil company in the United States and the world's fourth-largest publicly traded oil company with a combined market value of approximately $95 billion.[11][12][13]

One of the U.S. Embassy cables published by WikiLeaks was regarding a conversation on March 19, 2000, between the Iraqi Prime Minister, Nouri al-Maliki, and the U.S. chargé d'affaires.[14] One of the subjects discussed was the negotiation between the Iraqi Prime Minister and Chevron concerning a cross-border oilfield (Iran–Iraq), despite U.S. sanctions against it. Chevron asserted that they had not engaged in any negotiations that would violate U.S. law.[15] This document was intended to have been kept secret until 2029.[14]

Chevron describes the situation as "a violent occupation of private property by aggressors seeking to extort cash payments from the company".[16] The Nigerian government is reportedly 80% dependent upon oil production.[17] The documentary *Drilling and Killing* covers these and other topics. U.S. District Judge Susan Illston, in allowing a lawsuit brought by victims and their families against Chevron to proceed, said that there was evidence that Chevron had hired and provided transportation to Nigerian military forces known for their "general history of committing abuses".[18] In March 2008, the plaintiffs' lawyers, without explanation, "quietly moved to withdraw half of their claims" against Chevron.[19]

On December 1, 2008, a federal jury cleared Chevron of all charges brought against them in the case. The jury deliberated for almost two days. Chevron had claimed that the military intervention was necessary to protect the lives of its workers and considers the jury's decision vindication for the accusations of wrongdoing.[20]

In July 2013, Chevron signed an agreement with Argentina 's YPF to invest $1.24 billion in the Vaca Muerta oil field.[21]

Operations

Main article: Operations of Chevron Corporation

Chevron employs approximately 62,000 people (of which approximately 31,000 are employed in U.S. operations). As of December 31, 2010, Chevron had 10.545 billion barrels (1.6765×10^9 cubic metres) of oil-equivalent net proved reserves. Daily production in 2010 was 2.763 million barrels per day (439.3×10^3 m^3/d). The company operates approximately 19,550 retail sites in 84 countries. The company also has interests in 13 power generating assets in the United States and Asia and has gas stations in Western Canada.[citation needed]


One view of the sprawling Chevron headquarters complex

Chevron's oil and gas exploration and production operations are primarily in the US, Australia, Nigeria, Angola, Kazakhstan, and the Gulf of Mexico. The Gulf is where the company's deepest offshore drilling takes place at Tahiti and Blind Faith. In the US, it also mines out of Permian Basin in West Texas and southeastern New Mexico and in the Marcellus Shale. The Shale is a rock formation under several North Eastern US states. Chevron's largest single resource project is the $43 billion Gorgon Gas Project in Australia. It also produces natural gas from West Australia. Onshore and offshore mining is done in the Niger Delta in Nigeria and in Agola and Kazakhstan. As of 2013 it was evaluating an oil and gas field west of Shetland.[22]

Chevron is the owner of the Standard Oil trademark in 16 states in the western and southeastern U.S. To maintain ownership of the mark, the company owns and operates one Standard-branded Chevron station in each state of the area.[23] Additionally, Chevron owns the trademark rights to Texaco and Caltex fuel and lubricant products.[citation needed]

Chevron Shipping Company, a wholly owned subsidiary of Chevron, provides the maritime transport operations, marine consulting services and marine risk management services for Chevron Corporation.[citation needed] Chevron ships historically had names beginning with "Chevron", such as the Chevron Washington and Chevron South America, or were named after former or serving directors of the company. Samuel Ginn, William E. Crain, Kenneth Derr, Richard Matzke and most notably Condoleezza Rice were among those honored, but the ship named after Rice was subsequently renamed as Altair Voyager.[24]

Chevron also develops alternative energy, such as solar, wind, biofuel, and geothermal through to ventures: Chevron Energy Solutions and Chevron Technology Ventures. The company has stated it plans to spend $2 billion on renewable power projects from 2010-2013.

Environmental record

Main article: Environmental record of Chevron Corporation

In Ecuador Texaco Petroleum Company (TexPet) discharged 18 billion gallons of oil into Amazonian rainforests, leading to accusations by locals that the spill increased cancer rates, killed livestock and damaged the rainforest. A class action lawsuit resulted, with Chevron claiming not to be legally liable due to their contract with the country. Chevron inherited the lawsuit through a merge with Texaco in the early 2000s. The lawsuits have gone through several appeals and are still in process today.[25]

The Richmond refinery has generated 11 million pounds of toxic materials and caused 304 accidents. The refinery has paid $540,000 in 1998 for illegally bypassing waste water treatments and not notifying the public about toxic releases.

In 2003, Chevron paid a $7 million penalty for violations of the Clean Air Act.

Chevron was accused to be limiting access to large NiMH batteries through its stake in Cobasys and control of patent licenses in order to remove a competitor to gasoline. This culminated in a lawsuit against Panasonic and Toyota over production of the EV-95 battery used in the RAV4 EV.

The KS Endeavor jackup rig exploded on 16 January 2012 while drilling an exploration well for Chevron in the Funiwa field in Nigeria. The explosion resulted in the death of two of the 154 workers on board and a fire that burned for 46 days before the well was sealed on 18 June. According to a Reuters news report, workers on the KS Endeavor were ignored by Chevron when they requested evacuation due to concerns of increasing smoke billowing from the drilling borehole.

Corporate

Finance

For the fiscal year 2011, Chevron reported earnings of US$ 26.9 billion, with an annual revenue of US$ 257.3 billion, an increase of 23.3% over the previous fiscal cycle. Chevron's share's traded at over $105 per share, and it's market capitalization was valued at over US$ 240 billion.[26]

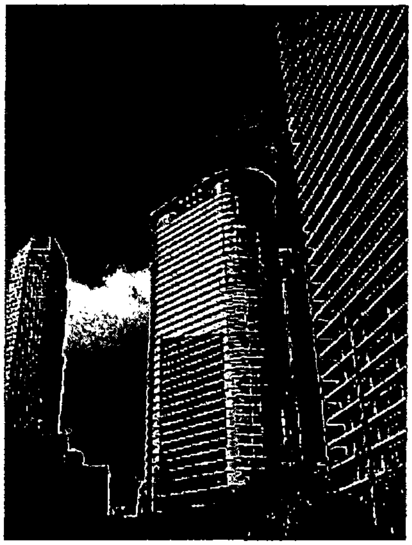
Headquarters

Chevron's corporate headquarters are located in a 92-acre campus in San Ramon, California. The company moved there from its earlier headquarters at 555 Market Street in San Francisco, California, where it was located since its inception in 1879.[27] Chevron also operates from office towers in Houston, Texas, where it leased the 1500 Louisiana

Street and 1400 Smith Street from former Texas energy giant Enron. Chevron is also planning a new office tower in downtown Houston next to its existing properties at 1600 Lousiana Street.[28]

Political contributions

Since January 2011 Chevron has contributed almost $15 million on Washington lobbying. On October 7, 2012 Chevron donated $2.5 million to the Republican Congressional Leadership Fund super PAC that is closely tied to House Speaker John Boehner.[29]



Chevron tower in downtown Houston

Board of directors

- John S. Watson (Chairman & CEO)
- George L. Kirkland (Vice Chairman)
- Linnet F. Deily
- Robert Denham
- Robert James Eaton
- Franklyn Jenifer
- Enrique Hernandez, Jr.
- Donald Rice
- Kevin W. Sharer
- Charles Shoemate
- John G. Stumpf
- Ronald Sugar
- Carl Ware

Condoleezza Rice is a former member of the board of directors, and also headed Chevron's committee on public policy until she resigned on January 15, 2001, to become National Security Advisor to President George W. Bush.

On September 30, 2009, John Watson, age 52, was elected Chairman of the Board and CEO, effective at the December 31, 2009 retirement of David J. O'Reilly.

See also

- RAV4 EV
- Patent encumbrance of large automotive NiMH batteries
- Texaco
- *Chevron U.S.A., Inc. v. Natural Resources Defense Council, Inc.*

- Gordon L. Park
- Jack 2
- Trans-Caribbean pipeline
- Pico Canyon Oilfield

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External links

- Chevron Corporate Site (http://www.chevron.com/)

- SWOT Analysis of Chevron Corporation (http://www.livebiznews.com/fortune-global-companies/petroleum-refining/chevron-corporation/chevron-corporation-swot-analysis/)

Retrieved from "http://en.wikipedia.org/w/index.php?title=Chevron_Corporation&oldid=565602224"
Categories: 1984 establishments in the United States | Algal fuel producers | Automotive companies of the United States | Automotive fuel brands | Chemical companies of the United States | Chevron Corporation | Companies based in Contra Costa County, California | Companies established in 1984 | Companies in the Dow Jones Industrial Average | Companies listed on the New York Stock Exchange | Financial District, San Francisco | Gas stations in Canada | Multinational oil companies | Multinational companies headquartered in the United States | Oil companies of the United States | Peabody Award winners | Convenience stores of the United States | Gas stations of the United States | San Ramon, California

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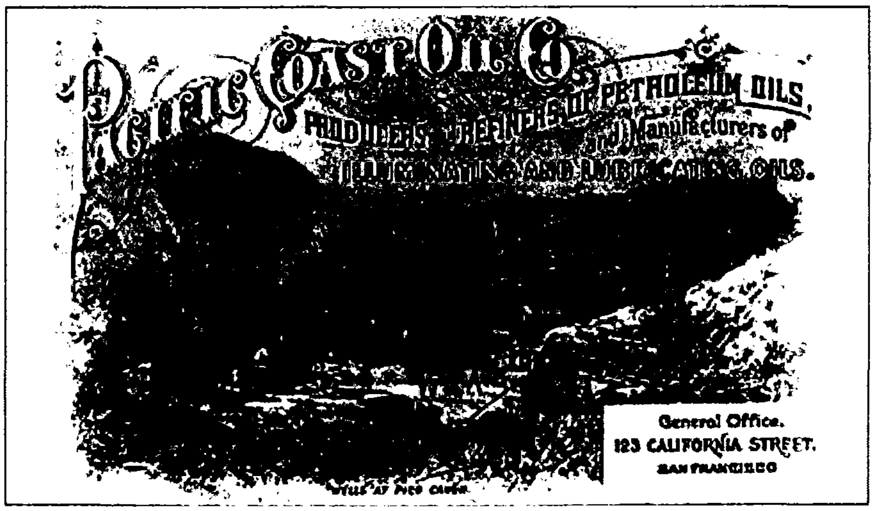
Chevron
Human Energy®

Leading the Way

1876-1911

The Quest for Black Gold

Spurred by memories of the gold rush, hordes of prospectors descended on California in the 1860s, seeking another kind of bounty - black gold, or oil. Their early efforts were fruitless.



Chevron's earliest predecessor, Pacific Coast Oil Co., was incorporated in 1879 in San Francisco. The first logo contained the company name against a backdrop of wooden derricks set among the Santa Susana Mountains that loomed over Pico Canyon. This was the site of the company's Pico No. 4 field, California's earliest commercial oil discovery. (Chevron Photo)

Undeterred, petroleum pioneers Demetrius Scofield and Frederick Taylor of the California Star Oil Works, a Chevron predecessor, took aim at Pico Canyon, a remote portion of the rugged Santa Susana Mountains. In September 1876, driller Alex Mentry succeeded in striking oil in Pico No. 4, despite rattlesnakes, wasps, mud and underbrush.

The first successful oil well in California, Pico No. 4 launched California as an oil-producing state and demonstrated the spirit of innovation, ingenuity, optimism and risk-taking that has marked the company ever since.

Lacking the capital it would need to seize marketing opportunities in this growing area, California Star was acquired by the Pacific Coast Oil Co. on Sept. 10, 1879. Colonel Charles Felton, Coast Oil's president, had incorporated the company less than seven months earlier, on Feb. 19, 1879.

Within the next year, Coast Oil built California's largest and most modern refinery, with a capacity of 600 barrels a day, at Point Alameda on San Francisco Bay; constructed a pipeline that linked Pico Canyon with the Southern Pacific's train station at Elayon in southern California; and undertook an extensive, largely successful drilling program.

In 1895, the company initiated its enduring marine history when it launched California's first steel tanker, the *George Loomis*, which could ship 6,500 barrels of crude between Ventura and San Francisco.

A New Force Enters the Region

In 1878, Standard Oil Co. opened a three-person, second-story office in San Francisco. Despite its modest trappings, Standard possessed marketing acumen, outstanding products, an aggressive advertising philosophy and financial backing from its New York parent.

By 1885, it consolidated its Western interests under its subsidiary, the Standard Oil Co. (Iowa), which controlled distribution stations throughout the West Coast. Iowa Standard quickly became the area's major seller of kerosene, and by 1900, the company controlled a staggering 96.5 percent of the Western market in light oils.

Lacking Iowa Standard's marketing savvy and financial clout, Coast Oil had been struggling, despite its successful record of exploration and production. As a result, in 1900, Coast Oil agreed to be acquired by Iowa Standard, while retaining the name of Pacific Coast Oil Co. Through the acquisition, Iowa Standard gained a presence in the production, transportation and refining businesses.

Richmond's Colossal Refinery

After buying 500 acres of rolling lands on the northeast shore of San Francisco Bay in 1901, Standard completed the Richmond Refinery a year later. To feed this new colossus of West Coast refineries, Standard laid a pipeline from Richmond to the prolific new oil fields at Kern River and Coalinga.

Since Richmond's location also made it ideal for a marine terminal in San Francisco Bay, Standard expanded its fleet by acquiring several vessels - including the *Asuncion*, a 2,196-ton collier that was converted into a 21,000-barrel tank ship; the 12,000-barrel tanker, *Maverick*; the 38,000-barrel tanker *Colonel E.L. Drake*; and the 23,000-barrel *Barge 9*.

A New Entity Is Born

As the company grew, it changed structurally. In 1906, a consolidation between Pacific Coast Oil and Iowa Standard created a new entity, Standard Oil Co. (California), finalizing an integration that had existed for six years.

The "new" company stepped up its marketing efforts, particularly in gasoline sales, which nearly doubled between 1906 and 1910, and lubricants, which were marketed under the Calumet, Diamond, Petrolite, Ruddy Harvester, Zerolene and Zone labels.

To meet the growing market for motor fuels, the company came up with a revolutionary new sales mechanism - the world's first "service station," started in Seattle by sales manager John McLean.

The First Gusher

Until now, Standard had left the hunt for oil to others. In 1909, the company decided to gamble on its ability to find its own oil. After several initial failures, the drilling team had its first success on Jan. 22, 1910, when a gusher flowed in at 1,500 barrels a day at the Midway-Sunset Field in Kern County, California.

Going It Alone

The company's expertise in searching for oil became increasingly important as a May 1911 Supreme Court decision separated Standard Oil Co. (California) from its parent, a giant New York-based corporation. The decision concluded the government's 4 1/2-year suit under the Sherman Antitrust Act against the Standard Oil Co. (New Jersey), its subsidiaries and affiliates.

Before the end of 1911, Standard Oil Co. (California) added to its refining capacity with the completion of the El Segundo plant in Southern California, formed the California Natural Gas Co. to expand its search for natural gas in the San Joaquin Valley and beyond, and constructed a second pipeline linking Richmond and the Kern River Field.

In addition to demonstrating its overall growth, the company reaffirmed its pioneering spirit by naming Demetrius Scofield, who tapped the company's first well, to be president of the Standard Oil Co. (California).

Chevron
Human Energy®

Company Profile

Providing Energy for Human Progress

Chevron is one of the world's leading integrated energy companies. Our success is driven by our people and their commitment to get results the right way—by operating responsibly, executing with excellence, applying innovative technologies and capturing new opportunities for profitable growth. We are involved in virtually every facet of the energy industry. We explore for, produce and transport crude oil and natural gas; refine, market and distribute transportation fuels and lubricants; manufacture and sell petrochemical products; generate power and produce geothermal energy; provide renewable energy and energy efficiency solutions; and develop the energy resources of the future, including research into advanced biofuels.

Company Roots

We trace our beginnings to an 1879 oil discovery at Pico Canyon, north of Los Angeles, which led to the formation of the Pacific Coast Oil Co. That company later became Standard Oil Co. of California and, subsequently, Chevron. We took on the name Chevron when we acquired Gulf Oil Corporation in 1984, which nearly doubled our worldwide proved crude oil and natural gas reserves. Our merger with Gulf was then the largest in U.S. history.

Another major branch of the family tree is The Texas Fuel Company, formed in Beaumont, Texas, in 1901. It later became known as The Texas Company and, eventually, Texaco. In 2001, our two companies merged. The acquisition of Unocal Corporation in 2005 strengthened Chevron's position as an energy industry leader, increasing our crude oil and natural gas assets around the world.

Global Scope

Our diverse and highly skilled global workforce consists of approximately 61,900 employees, including more than 3,600 service station employees.

In 2012, Chevron's average net production was 2.61 million barrels of oil-equivalent per day. About 75 percent of that production occurred outside the United States. Chevron had a global refining capacity of 1.95 million barrels of oil per day at the end of 2012.

Our marketing network supports retail outlets on six continents. And we have invested in 11 power-generating facilities in the United States and Asia.

Technology and Emerging Energy

We're focusing on technologies that improve our ability to find, develop and produce crude oil and natural gas from conventional and unconventional resources.

We also are investing in the development of emerging energy technologies, such as finding better ways to make nonfood-based biofuels, piloting advanced solar technology for our operations and expanding our renewable energy resources.

Environment and Safety

As a company and as individuals, we take great pride in contributing to the communities where we live and work.

We also care about the environment and are proud of the many ways in which our employees work to safeguard it.

Our persistent efforts to improve on our safe work environment continue to pay off. In 2012, Chevron led our peer group in personal safety as measured in days-away-from-work ratings in both Upstream and Downstream operations.

Our Work

We recognize that the world needs all the energy we can develop, in every potential form. That's why our employees work daily to find newer, cleaner ways to power the world.

Updated: April 2013

Connect with us:

Chevron

Human Energy®

Company History

People, Partnership and Performance Since 1879

Our company has a long, robust history, which began when a group of explorers and merchants established the Pacific Coast Oil Co. on Sept. 10, 1879. Since then, our company's name has changed more than once, but we've always retained our founders' spirit, grit, innovation and perseverance.

Over the years, we joined with other companies, each with their own history, strengths and character. We've grown from a San Francisco-based company with a five-state market in the Western United States to a major corporation whose subsidiaries conduct business worldwide. Throughout, we've retained our fundamental purpose: to provide the energy people need to fuel human progress.

Logos Through the Years

Chevron

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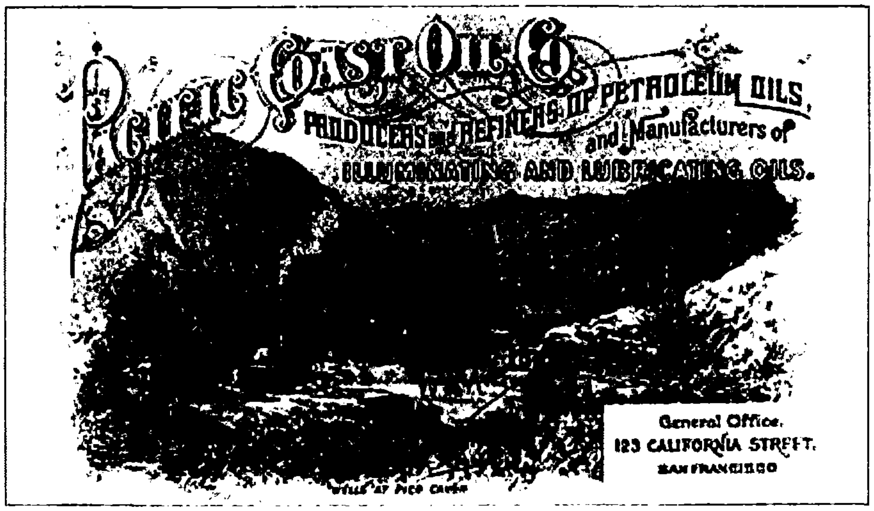

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Until now, Standard had left the hunt for oil to others. In 1909, the company decided to gamble on its ability to find its own oil. After several initial failures, the drilling team had its first success on Jan. 22, 1910, when a gusher flowed in at 1,500 barrels a day at the Midway-Sunset Field in Kern County, California.

Going It Alone

The company's expertise in searching for oil became increasingly important as a May 1911 Supreme Court decision separated Standard Oil Co. (California) from its parent, a giant New York-based corporation. The decision concluded the government's 4 1/2-year suit under the Sherman Antitrust Act against the Standard Oil Co. (New Jersey), its subsidiaries and affiliates.

Before the end of 1911, Standard Oil Co. (California) added to its refining capacity with the completion of the El Segundo plant in Southern California, formed the California Natural Gas Co. to expand its search for natural gas in the San Joaquin Valley and beyond, and constructed a second pipeline linking Richmond and the Kern River Field.

In addition to demonstrating its overall growth, the company reaffirmed its pioneering spirit by naming Demetrius Scofield, who tapped the company's first well, to be president of the Standard Oil Co. (California).

Chevron

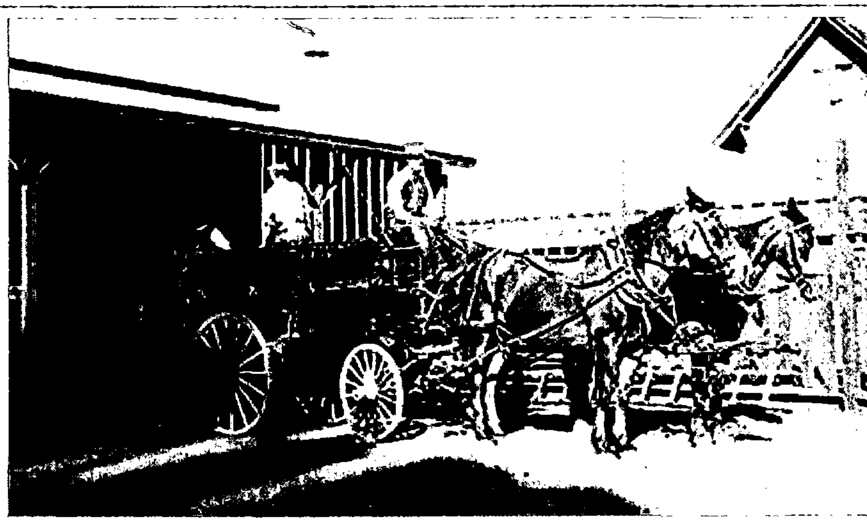
Human Energy®

Spirit of Standard

1912-1926

A Strong Company in a Dynamic Market

Divested from its parent company in 1911, Standard Oil Co. (California) had strong financial discipline, an impressive product line, marketing savvy, a growing refining system, a flexible marine fleet and an extensive pipeline network. One critical challenge remained: finding the energy to meet spiraling demand in a dynamic marketplace.



In this 1915 photo, a horse-drawn wagon loaded up at a Standard Oil Co. (California) station in Sausalito, Calif., for delivery of Red Crown Gasoline and Pearl Oil to customers in the San Francisco Bay area. Throughout the early decades of the 20th century, the company's quality product line successfully served the U.S. West Coast market. (Chevron Photo)

Fortunately, Standard had the right person for the job in Fred Hillman, who became director of the Producing Department in 1911. Within four years, Standard moved from sixth place to first among California's oil producers. And by 1919, Standard's production had grown to more than one-quarter of the state's total.

Valuing Science

Casting aside his original misgivings about the value of science in exploration, Hillman soon built a strong staff of geologists under the leadership of Eric Starke. Using a scientific approach became particularly valuable in assessing California's soft subsurface formations.

Hillman's earliest oil and gas exploration successes came at Midway, where the company made seven discoveries in an 18-month period, including the largest, McNee No. 4, which produced a record 30,000 barrels a day in April 1912. That same month, Derby No. 1 blew out with a daily flow of gas estimated at 63 million cubic feet.

On July 24, McNee No. 10 came in at 2,480 feet, flowing at 10,000 barrels a day and prompting Hillman to send his former employer at Ohio Oil a cable that read: "Can you match it, or do I take first place?" Two days later, Hillman's question was answered when the same well broke loose, at least doubling its output.

New Reserves to Meet Growing Demand

After moving into the Los Angeles basin, Fred Hillman led his exploration team in delivering five gushers at the Emery Field in the West Coyote Hills between December 1912 and October 1913.

Standard Oil Co. (California) scored big in December 1913 when it purchased the Murphy Oil Co. holdings in West Coyote and East Whittier. By 1917, Standard had added two other great Southern California discoveries in the Montebello and Baldwin No. 3 fields.

The company's efficiency and ability to find new reserves helped it keep pace with the surging demand for energy products fueled by the dramatic population growth and increased reliance on automobiles throughout Standard's marketing area. In January 1919, the company had the first of several discoveries in Elk Hills in California's San Joaquin Valley.

While Standard was compiling an impressive producing record, it also became a leader in conserving energy resources. The Starke gas trap, an invention devised by Standard engineer C.C. Scharpenberg and geologist Eric Starke, was one of the more ingenious methods for "capturing" gas from a well that then could be used to meet energy needs.

To serve markets in areas such as the Northwest United States, Standard more than doubled its ocean-going capacity between 1912 and 1916 by adding five tankers, the *A.F. Lucas, El Segundo, Richmond, J.A. Moffett* and *D.G. Scofield*. By 1926, the fleet grew to 40 vessels, including 22 ocean-going tankers as well as stern-wheelers, launches, barges and tugs.

Standard saturated its marketing territory with sales outlets, tripling the number of small bulk plants by the end of 1916 and quadrupling the number of substations between 1911 and 1919. And, by turning from horse-drawn vehicles to motor transport, the company increased the speed and range of its sales operations.

Coping With Increased Competition

Standard Oil Co. (California) also steadily expanded its service station network. It became the Western leader by the end of 1919 with a total of 218 stations, more than the next three rivals combined. By 1926, the number of service stations in the company's five-state marketing area more than tripled, to 735 units.

Though gasoline sales more than doubled between 1911 and the end of 1914, increased competition caused Standard's market share to fall during that same period. By 1926, the company's gasoline market share in its five-state Western area shrank to 28 percent - down from 55 percent in 1919.

Following upon the success of Red Crown automobile gasoline, Standard introduced Red Crown aviation fuel in 1918, promoting the product through advertisements and through wider commitment to the growth of the aviation industry. In 1924, the company painted town names on the rooftops of its bulk plants to help guide aviators flying overhead.

Standard excelled in developing new products, such as the line of petrochemicals manufactured to support the Allied effort in World War I. This production of benzol, toluol and xylol was a forerunner of the impressive line of petrochemicals that the company developed following the onset of the Second World War.

Standard turned increasingly to international markets to maintain its sales growth. Between 1911 and 1914, export sales rose from 14 to 28 percent of the total business. In addition, the opening of the Panama Canal in August 1914 gave the company greater access to Eastern U.S. and European markets.

A New Name for a Growing Company

As Standard Oil Co. (California) entered the 1920s, the market's insatiable need for petroleum products continued. In 1925 alone, the company's three refineries at Richmond, El Segundo and Bakersfield produced more than 56 million barrels of petroleum products as well as 13.6 million pounds of greases and 340,000 tons of asphalt.

In 1926, Standard boosted its production capacity by almost 50 percent when it acquired Pacific Oil Co., an organization that handled the oil properties of Southern Pacific Railroad. The company marked this achievement by creating a new corporate structure with a new name - Standard Oil Co. of California, or Socal.

One of the hallmarks of the newly named company continued to be the respect and fairness with which it treated its employees. This tradition of enlightened human relations dated back to the company's founders, who espoused favorable wages, hours and working conditions for all company employees.

In 1916, Standard became the first company in the industry to adopt an eight-hour day for all salaried and contract employees. That same year, salaried employees were given two-week vacations. Other benefits, including sick leave and retirement benefits, were added within the next few years.

Honoring the 'Standard Oil Spirit'

The fair treatment of company employees had a direct payoff in morale. In 1919, 94 percent of the employees who had served in World War I returned to work for the company at a time of high employment and opportunities for workers.

Recognizing the cooperation and mutual confidence throughout the company, President Kenneth Kingsbury in 1923 described this all-important attribute as the "Standard Oil Spirit," which "represents, on the part of the personnel, a fine enthusiasm for the company, and a concern for its welfare, of which the company is justly proud."

Chevron

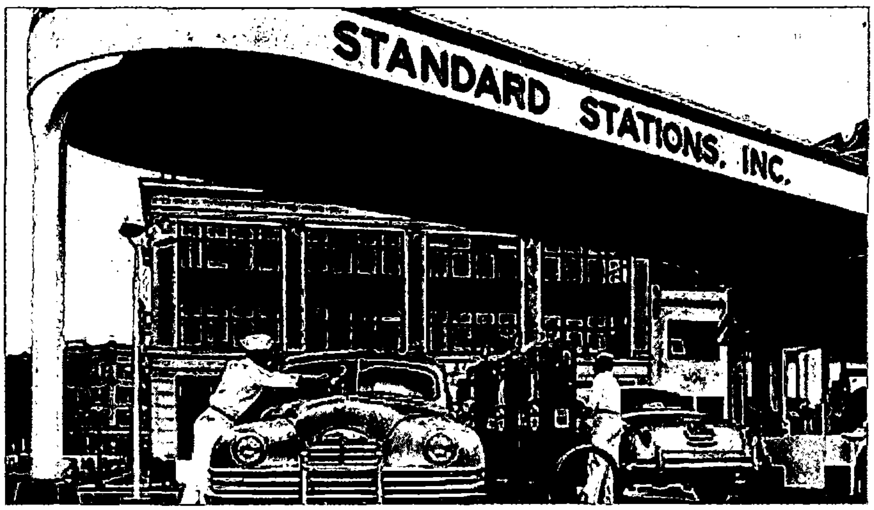
Human Energy®

In War and Peace

1927-1946

A Far-Flung Search for New Reserves

With U.S. crude oil supplies depleted by the Allies' military needs during World War I, Standard Oil Co. of California (Socal) began seeking oil and gas reserves beyond U.S. shores in the postwar years. The long, intrepid quest would take more than 10 years before the company made its first international discovery in June 1932.



As the growing highway system encouraged longer car trips during the 1920s and 1930s, Standard service stations attracted motorists by adding such amenities as clean, well-appointed rest rooms and drinking fountains. With the introduction of the Standard Lubrication System, as well as Atlas tires, headlight bulbs and standardized battery service, the stations offered a complete one-stop service. (Chevron Photo)

The search began in December 1920, when a 25-person exploratory team sailed from San Francisco to Bondoc Peninsula in the Philippines, followed by a freighter carrying 1,000 tons of equipment. Meanwhile, other Socal crews were deployed as far afield as Alaska and Colombia in the quest for oil. Despite each location's geological promise, the quest proved elusive.

Undeterred, Socal next focused on the Middle East, an area with no history of discoveries and no obvious petroleum prospects. The company gained its first foothold in the region in 1928 when Gulf Oil Corporation offered its Bahrain concession to Socal (in a move that unknowingly foreshadowed the merger with Gulf by more than half a century).

After surveying the island, geologist Fred Davies and producing superintendent William Taylor selected a 12-mile-long oval-shaped depression called Jabal ad Dukhan, or the "Hill of Smoke" because its 453-foot mound was the highest point on the island.

Working in searing heat, the team met with success on June 1, 1932, after the bit pierced a layer of blue shale and the crew smelled oil.

Next Stop, Saudi Arabia

"Though only modest in production, the Bahrain discovery was a momentous event, with far wider implications," wrote historian Daniel Yergin of the 1932 strike by Socal. "After all, the tiny island of Bahrain was only 20 miles away from the mainland of the Arabian Peninsula where, to all outward appearances, the geology was exactly the same."

In June 1932, Socal began a year-long series of negotiations with the Saudi government before the two sides signed a concession agreement providing the company with exploration rights for the next 60 years over an area of about 360,000 square miles.

In November 1932, the company assigned the concession to its newly formed subsidiary, California Arabian Standard Oil Co. (Casoc), later to become Arabian American Oil Co., or Aramco.

After geologists surveyed the concession area, they identified a promising site and named it Dammam No. 1, after a nearby village. Over the next three years, the drillers were unsuccessful in making a commercial strike, but chief geologist Max Steineke persevered.

He urged the team to drill deeper, even when Dammam No. 7 was plagued by cave-ins, stuck drill bits and other problems, before the drillers finally struck pay dirt on March 3, 1938. This "stunning news" opened "a new era," in Yergin's words.

Fourteen months later, when the first tanker, Socal's *D.G. Scofield,* arrived at Ras Tanura's newly constructed deepwater port to load crude for international markets, Saudi Arabia's King 'Abd Al-'Aziz turned the valve to fill the tanker.

The Birth of Caltex

Socal had already found a potential market for its Middle Eastern oil by creating a historic partnership with Texaco in 1936. The joint venture, which became known as the California Texas Oil Company, or Caltex, melded the company's Middle Eastern exploration and production rights with Texaco's extensive marketing network in Africa and Asia.

Though it began as a modest operation with a single "teapot" refinery, a piecemeal transportation system, and fuel and lubricant sales of just 22,500 barrels a day, Caltex would emerge as a major international marketer and refiner with operations in some 60 countries in the years following World War II.

The joint-venture partners also agreed to share exploration rights in Central Sumatra, Java and Dutch New Guinea, which had been granted to Socal in 1935. Just after the company discovered the Duri Field in 1941, the Japanese incursion in World War II suspended activity until the postwar years.

During the pre-war years, Socal's aggressive exploration program extended to the Southeastern United States, where the California Company, a Socal subsidiary, made its first discovery at Bayou Barataria, Louisiana, in 1939. Socal subsequently made discoveries in the U.S. Gulf Coast, the U.S. and Canadian Rocky Mountains, and eastward to the Atlantic.

The company entered the Canadian market in 1935 when Standard Oil Co. of British Columbia was launched in a two-room suite of the Hotel Vancouver. That same year, the company moved quickly, purchasing local oil distribution companies, acquiring service stations, establishing dealerships, starting a new refinery and acquiring a tanker, the *B.C. Standard.*

Moving Forward in Difficult Times

During the 1930s, Socal expanded its operations in Central America, building upon its leadership position in Mexico. It added a road-surfacing plant and constructed a bulk plant in El Salvador in 1935 before expanding into Guatemala, Nicaragua, Honduras and Costa Rica.

To offset the Depression's dramatic impact on earnings, the company stimulated sales by bringing out solidly researched new products, including Standard Gasoline in 1931, Flight and Standard Penn motor oils in 1932, Standard Unsurpassed Gasoline with Tetraethyl Lead in 1934, DELO (Diesel Engine Lubricating Oil) in 1935, and RPM Motor Oil in 1936.

Fueling the War Effort

The onset of World War II changed everything for the company - from the product line to the lives of its employees. With the entry of the United States into the war in December 1941, Socal became a key supplier of crude oil and refined products for the Allies in the Pacific.

Meeting a key need for a more efficient aviation fuel, the company spent more than $57 million to expand 100-octane plants at the Richmond and El Segundo refineries and converted the Bakersfield Refinery almost exclusively to 100-octane production. Company research scientists also developed compounds that enabled U.S. Navy submarines to triple their cruising range.

World War II also created a boom in petrochemical demand. Socal invested more than $9 million to boost production of synthetic toluene - the second "T" in TNT. When the supply of natural rubber from Southeast Asia was cut off, the company erected a plant at El Segundo to supply butadiene for synthetic rubber.

Supporting the War at Sea

With the United States at war, Socal's fleet came under command of the War Shipping Administration. Its tankers towed large concrete barges to the South Seas and sometimes served as floating service stations, fueling other vessels in the open ocean.

During the war, Socal built two new ships, the *J.H. Tuttle* and the *R.C. Stoner,* which became, by far, the largest ships in the Standard fleet. At 18,000 tons each, they could transport almost 154,000 barrels of cargo.

Tragic Endings

Two company ships failed to survive the war: the *Storey* was sunk in the South Pacific, causing the death of two men; and the *Collier* sank after a submarine attack in the Arabian Sea, killing 30 men. In all, almost 9,000 Socal employees served in the Armed Forces during World War II; 232 lost their lives.

In the face of adversity, employees summoned up their "Standard Spirit" and pressed ahead. During this time, women broke new ground, playing increasingly important roles in offices, laboratories, refineries, service stations and, occasionally, oil fields.

The efforts of employees received many kudos from U.S. military and government leaders, such as General Douglas MacArthur, who wrote: "To the men and women of Standard of California: We, the soldiers of the fighting line, give thanks to you soldiers of the production line for the sinews of war that made our victory possible."

Chevron

Human Energy®

A New Identity

1947-1979

Focusing on Worldwide Exploration

The resumption of peace following World War II infused Standard Oil Co. of California (Socal) with new energy, new opportunities and an enterprising quest for new oil and gas resources. To satisfy the growing need for petroleum products, the company frequently devoted more than two-thirds of its annual expenditures to exploration and development.

A Standard Oil geologist examined a rock specimen in the Venezuelan Andes in 1958, where there was an effort to build on the discovery of oil at the country's Boscan Field a decade earlier. During the years following World War II, the company mounted an aggressive exploration program, which led to discoveries as far ranging as the U.S. Gulf of Mexico, Canada, Saudi Arabia and Indonesia. (Chevron Photo)

And the company's high success rate helped to maintain its position as the third-largest oil producer in the United States and the No. 1 producer in California. Particularly encouraging news came from the jungles of Sumatra, where the company learned that the Japanese occupying force had actually struck oil at Minas No. 1, using a rig left behind by Caltex Pacific Indonesia when crews vacated the area in 1941.

In late 1949, when Caltex Pacific finally resumed development of the field, the company realized that Minas was an oil giant, which would yield 1 billion barrels over a 17-year period, from 1952 to 1969. Caltex Pacific would gain major additional production from the Duri Field, which was discovered in 1941 and developed during the early 1950s.

In the decade following the war, Socal's major U.S. discoveries included the Kelly-Snyder Field in West Texas; the Main Pass, Bay Marchand and Romere Pass fields in the offshore waters of the Gulf of Mexico, where the company became the largest oil producer as of 1949; and the Rangely Field in the Rockies of Colorado.

Internationally, Standard had major successes at the Acheson Field near Edmonton, Canada, and the Boscan Field in Venezuela. And in Saudi Arabia, when drilling resumed in 1947, the company learned that its concession area in the Enala Anticline contained the largest oil pool in the world — 105 miles of productive sands.

Building Pipelines

Socal engineers achieved a major feat in building a pipeline over the highest pass any line had ever crossed. The pipeline brought oil from the Rangely Field to a newly constructed refinery in Salt Lake City.

And in Saudi Arabia, construction of the 1,068-mile Trans-Arabian Pipeline entailed use of a sky hook to move the 325,000 tons of steel pipe from a wharf in the Persian Gulf to a yard three miles away. From there, the steel was transported across the desert to the fields, where the pipeline was finally completed in September 1950.

Pioneering in Petrochemicals

In the postwar period, the company built on its position as a major supplier of petrochemicals by developing a wide array of new products.

After the U.S. government gave Socal special priority to build the nation's first synthetic detergent plant in 1945, the company had a solid footing to produce a wide array of industrial chemicals such as detergents, plastics and synthetic fabrics.

In 1951, the company created the Oronite Chemical Co. to market a growing output of petrochemicals. Three years later, the Richmond Refinery completed the nation's first unit to manufacture paraxylene, a basic material for making Dacron and other synthetic fibers.

An Era of Growth

Reflecting Socal's growth in these postwar years, revenues surpassed $1 billion for the first time in 1951. This growth continued, initially topping $2 billion in 1961, and climbing to almost $6 billion by 1969. The keystones of Socal's success were its product sales, production increases and strong record of replacing reserves.

Throughout this period, Socal developed a wide range of new products, including Chevron and Chevron Supreme Gasoline, introduced in 1945; RPM motor oils in 1950; "Skypower" gasolines in 1956; new Chevron Supreme Gasoline and new RPM Supreme Motor Oil in 1957; and Chevron Custom Supreme, the first three grade gasoline in the West, in 1959.

Extending the Market

Socal's marketing reach now extended far beyond the original five-state base in the Western United States. After acquiring the Perth Amboy Refinery in 1945, the company used it as a manufacturing base a couple of years later when it launched an expanded marketing network in 12 Eastern states through its subsidiary, California Oil Co.

U.S. expansion continued in 1961 when the company merged with Standard Oil Co. (Kentucky), the market leader in petroleum products in five Southeastern states. To serve this market with crude oil from fields in the Gulf of Mexico, the company constructed the 100,000-barrel-a-day refinery at Pascagoula, Mississippi, in 1963.

Other Western Hemisphere marketing operations included service station networks in Guatemala, El Salvador, Honduras and Costa Rica, designed to keep pace with the expanding economies of Central America.

A New Presence in Europe

In Western Europe, Socal agreed to dissolve the Caltex structure in that area and split its operations between the two parent companies, Socal and Texaco. To manage a share of the divided operations, the company created Chevron Oil Europe in 1967.

Paralleling the growth in marketing and producing operations, the company enlarged and diversified its manufacturing capabilities in the Eastern and Western Hemispheres. At the Richmond Refinery in 1965, the company launched the world's largest Isomax hydrocracking complex, which converted heavy petroleum oils to light stocks used to make gasoline and other products.

In 1969, Standard completed a 150,000-barrel-a-day expansion of its refinery at Pernis in the Netherlands, and a year later brought onstream a new 250,000-barrel-a-day refinery at Freeport in the Bahamas. Many of the expansions and modernizations focused on enabling plants to convert greater quantities of high-sulfur crude into products that met environmental specifications.

In Marine, Bigger Is Better

Standard expanded its fleet in 1970 by adding six new very large crude carriers (VLCCs), supertankers of 250,000 or more tons. The VLCCs allowed the company to move bulk oil around the southern tip of Africa, avoiding any supply disruptions such as occurred in 1967 with the closing of the Suez Canal.

Overcoming Political Disruptions

During the 1970s, the petroleum industry was confronted by many political issues - from the 1973 oil embargo to the nationalization of company assets by Libya, Venezuela and other oil producers.

Nevertheless, the decade was marked by numerous milestones, including major discoveries ranging from the West Pembina Field in Alberta, Canada, to the Ninian Field in the United Kingdom North Sea, and from the Middleton and North Apoi oil fields in Nigeria in 1972 to the giant Hibernia Field offshore Newfoundland in 1979. With these discoveries, Socal achieved a production record of more than 3.5 million barrels of oil equivalent in 1976, a year in which the world rebounded from an economic recession.

What's in a Name

In 1977, the company made a major organizational change when it formed Chevron U.S.A. Inc., merging six domestic oil and gas operations into one. This change was driven by the need to establish a nationwide identity and a consolidated organization.

The company naturally chose "Chevron," a name that had first appeared on its products in the 1930s and had become its most recognizable mark of identification among consumers around the world.

As Chevron marked its centennial in 1979, Chairman of the Board Harold J. "Bill" Haynes saluted "all those people whose ideas and hard work caused our company to grow and prosper over the past 100 years" and encouraged everyone in the current organization to summon up the "vigor and creativity" that would help us to flourish in future years.

Chevron

Human Energy®

A New Blueprint

1980-2001

As Standard Oil Co. of California (Socal) began its second century, it had become a major company in the United States and the Chevron brand was becoming familiar around the world. The company had ownership in 50 refineries, with a production capacity of almost 3 million barrels per day and featured the third-largest fleet among oil companies worldwide.

In 1993, Chevron became the first major Western oil company to enter the newly independent Kazakhstan. Chevron CEO Ken Derr and Kazakhstan President Nursultan Nazarbayev signed an agreement creating the Tengizchevroil joint venture to develop the giant Tengiz Field. (Chevron Photo)

The company experienced strong results during the early 1980s, such as major discoveries and large acquisitions of offshore acreage in the U.S. Gulf of Mexico, a $1 billion modernization of its Pascagoula Refinery and the introduction of new Chevron Supreme Unleaded Gasoline with Techroline.

And yet the larger picture was unsettling, prompting the company to conclude that its normal business strategies simply wouldn't be enough. Chairman of the Board George Keller expressed this view when he said, "Over the next decade, the oil business will become increasingly competitive." He added, "Flexibility in swiftly adapting to change will be mandatory for success - and possibly survival."

Merging With Gulf

The company's chance came virtually overnight. Gulf Oil Corp., the nation's fifth-largest petroleum company, had been under siege from an investor group seeking to gain control of the company and sell it piecemeal for a quick profit. After warding off a takeover bid, Gulf's board of directors chose to offer the company up for sale.

On March 5, 1984, Keller made a bid of $80 per share, roughly $13.3 billion, and hours later received a phone call from Gulf Chairman James Lee, telling him that Socal had won the bidding.

With a price tag of $13.3 billion, it was the largest merger in corporate history at the time - and a strong marriage of assets, corporate philosophy and the varied talents of two organizations' employees. By acquiring Gulf, Socal nearly doubled its worldwide proved oil and gas reserves overnight.

Through the merger, Socal added major exploration and production operations in areas where it was already strong, such as the U.S. Gulf of Mexico, Canada, and the North Sea. In West Africa, Gulf's foreign reserves suddenly lifted the company to a leading position.

Gulf's assets included a solid marketing and refining system, the Pittsburg & Midway Coal Mining Co. and Warren Petroleum, a successful manufacturer and seller of natural gas liquids.

With the merger came a new name for the company: Chevron Corporation - the name by which gasoline and other products had been known for decades in the United States and under which the company operated in many non-U.S. locations.

A Smooth Integration

The melding of Chevron and Gulf was impressively quick and smooth. Assets of both companies were sold or streamlined. By late 1985, the merger was complete.

Signifying the integration of the two companies, some 3,000 Gulf stations in Arkansas, Louisiana and Texas adopted Chevron's name and products beginning in 1988. Concurrently, Chevron continued its long-term program to build or modernize stations at key locations and sell less-competitive facilities.

Chevron also modernized the Richmond and El Segundo refineries to enable them to convert more low-value fuel oils into high-value gasoline and other products, while streamlining the newly acquired Port Arthur plant to reduce operating costs.

Through the Gulf merger, Chevron became the No. 1 U.S. refiner and marketer as well as the nation's market leader in gas liquids. By 1988, when the company acquired $2.5 billion in properties from Tenneco, Chevron became the leading oil and gas producer in the U.S. Gulf of Mexico.

With these strengths came a companywide enthusiasm to fulfill a corporate mission of being "better than the best." To achieve this mission, Chevron stressed operational excellence and environmental responsibility.

Chevron's revised environmental policy added an important new mandate: risk management, which involved identifying potential problems and solving them before they became real problems. It also expanded a far-sighted program, Save Money and Reduce Toxics, which had already cut hazardous waste disposal by 60 percent since 1986.

A key part of Chevron's mission was to increase worldwide production. Through acquisition of Gulf properties, Chevron made major discoveries from the Alba Field in the North Sea to the Kutubu and Iagifu fields in Papua New Guinea.

Shifting Priorities

In the early 1990s, with the industry confronted by oversupply and a global recession, Chevron achieved major cost savings through the sale of its Philadelphia and Port Arthur refineries, its retail gasoline network in Central America and its Ortho lawn and garden consumer-products business.

As U.S. exploration opportunities shrank, Chevron shifted its emphasis increasingly toward international projects, such as the development of the huge Tengiz Field in Kazakhstan after forming a partnership with that country's government in 1993.

Other major opportunities included the Escravos natural gas project in Nigeria, the giant Hibernia Field offshore Newfoundland, the Kokongo Field in Angola and the Britannia project in the North Sea.

The company's strategies clearly were paying off. In 1996, earnings hit an all-time high of $2.6 billion, and production of more than 1 million barrels a day was the highest in 11 years, driven by record volumes in Angola, Kazakhstan and Nigeria.

Chevron's ability to grow through alliances was an important factor in its success - and an acknowledgement that the industry's best opportunities often involved mega-projects that required the resources of more than a single corporation. This awareness continued to resonate as the face of the industry changed through mergers and acquisitions, which fundamentally altered the energy business - and the competitive stakes.

A Long Affiliation

After forming a corporate Mergers and Acquisitions group in January 1998, Chevron began evaluating other companies that might best complement its own. Based on a long affiliation with Texaco dating back to the 1936 formation of a joint-venture company, Caltex, Chevron rated Texaco high as a potential merger partner.

In addition to its world-class assets and strong corporate culture, Texaco had the experience of integrating Getty Oil Co.'s operations and people following the 1984 acquisition of Getty. In 1999, Chevron initiated a series of talks with Texaco, which proved unsuccessful.

The following year, Chevron renewed talks with Texaco. On Oct. 16, 2000, the two companies announced that they had reached an agreement to merge. Nearly one year later, on Oct. 9, 2001, the shareholders of Chevron and Texaco voted to approve the merger, and ChevronTexaco Corp. began doing business that same day.

The company became the second largest U.S.-based energy company, with more than 11 billion barrels of oil and equivalent gas reserves and 2.4 million barrels per day of refining capacity.

Chevron

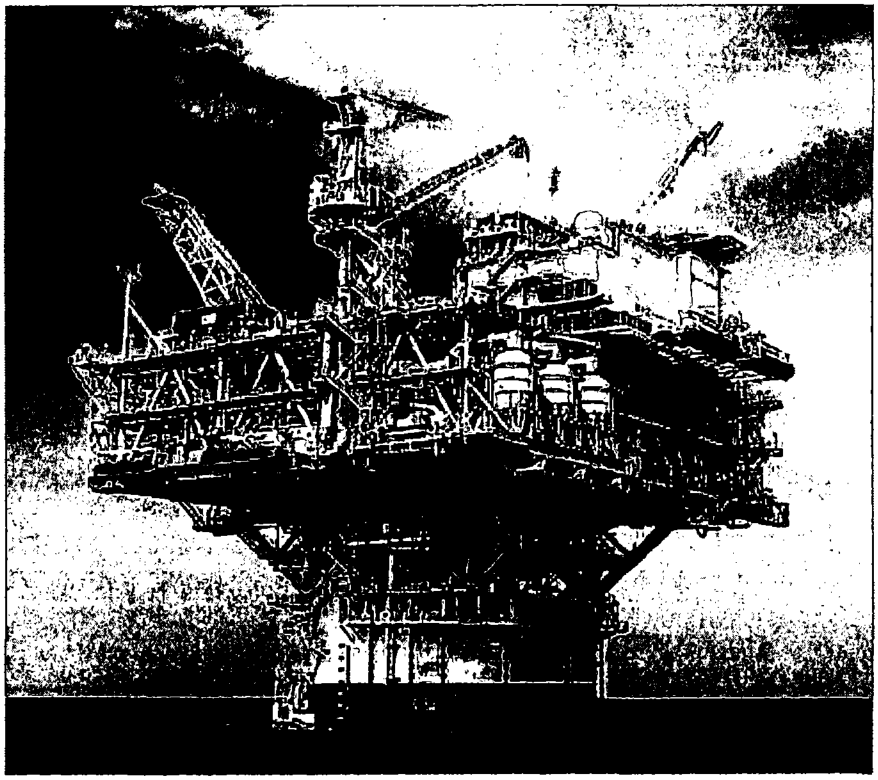
Human Energy®

The End of Easy Oil

2002-Present

In the months that followed the creation of ChevronTexaco, the new company found itself looking for resources in ever-more-difficult environments - deeper, more remote and increasingly complex fields, and underground reservoirs with more challenging characteristics.

"The era of easy oil is over," said then Chevron CEO David J. O'Reilly.



Chevron began production from its Tahiti Field, the deepest producing field in the U.S. Gulf of Mexico, in May 2009. One of the largest crude oil and natural gas reservoirs in the gulf, the field was developed after the company used 3-D imaging signals to penetrate 2-mile-high layers of salt and visualize the full extent of the field.

From 2002 to 2007, Chevron earned close to $72 billion. During that same period, the company invested roughly the same amount to bring new energy supplies to market.

The company remained a leader among its peers, averaging a 42 percent success rate for exploration wells from 2002 through 2007. Chevron's exploration program added an average of 1 billion barrels to its resource base over that same time period.

In 2005, the company changed its name to Chevron Corp. and then acquired Unocal Corp., further enhancing its position as a leading energy provider. The acquisition was a strong strategic fit, strengthening the company's exploration and production portfolio in the Asia-Pacific region, the U.S. Gulf of Mexico and the Caspian region. The addition of Unocal provided a deep source of talent and leading-edge technology that Chevron quickly integrated throughout its organization.

Technology offered a key advantage in the search for new energy supplies. Chevron's approach to technology is unique in the industry. Fully integrated across the company — from exploration to product delivery — the company's technology success builds upon a combination of proprietary capabilities and strong partnerships.

Chevron demonstrated its expertise in employing deepwater exploration technology in the U.S. Gulf of Mexico. In 2006, the Jack well test set more than half-a-dozen world records for pressure, depth and duration in deep water. Five miles deep, it was the deepest well ever tested in the gulf. And these records were achieved without a single safety or environmental incident.

Also in the U.S. Gulf of Mexico, Chevron achieved first oil from the Tahiti Field in May 2009. In approximately 4,100 feet (1,250 meters) of water, Tahiti features the deepest producing well in the gulf.

Three-dimensional visualization technology gives geologists a virtual tour through the rock, deep underground, and allows them to "see" potential reservoirs. This technology was employed at the Tahiti Field and at the Tengiz and Karachaganak fields in Kazakhstan.

The company used its expertise in reservoir management to complete a major expansion project that nearly doubled production capacity from the giant Tengiz Field in Kazakhstan. The project — called the Sour Gas Injection/Second Generation Plant — took five years and $7 billion to complete.

What's Next for Chevron?

With forecasters predicting that the world's energy demand could increase as much as 50 percent in the next 30 years, the world will need all the energy that can be produced from every potential source.

To meet that kind of demand, the world will need to produce every molecule of energy, from every available source. And while oil, natural gas and coal are expected to provide over 80 percent of the world's energy for the near future, next-generation renewables, such as biofuels, solar and wind power may play a key role in meeting the world's energy needs.

Chevron formed research partnerships with many academic institutions to pursue renewable energy technology, including biofuels from non-food sources. Chevron also is partnering with Weyerhaeuser, the forest products company, on a technology to commercialize biofuels from wood fiber and other waste products.

These technologies are paving the way for an energy future in which the world has abundant supplies from multiple sources, from renewable to conventional.

Business Services Notary Executive Agricultural Liens Open Meetings Administrative International
(/business/default.aspx)(/notary/default.aspx)Legislative (/cfs/default.aspx) (/meetings/legacy/default.aspx) Relations
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Briefcase

Confirmation

Instructions

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SESSION ID: 041811DLFNGA
CONTACT NAME: lance nixon
SESSION STATUS: Processed
DATE: 4/18/2011 2:10:49 PM
Total Fee $5.20

Order summary:

Action	Document Number	Description	Status	Fee
	16688830002 (../corp/order/orderDetail.aspx?doc=16688830002)	View - Entity {2300043430}	Processed	$5.00
	16688830003 (../corp/order/orderDetail.aspx?doc=16688830003)	View - Entity {2300168369}	Processed	$0.00
	16688830004 (../corp/order/orderDetail.aspx?doc=16688830004)	View - Entity {2310029026}	Processed	$0.00
	16688830005	Credit Card Surcharge Document	Processed	$0.20

TOTAL CONVENIENCE FEE FOR THIS PO REFERENCE NUMBER:$0.20
TOTAL FEE FOR THIS PO REFERENCE NUMBER: $5.20

>>back to Home

Henry Tarpe Jr.
Thomas

South Carolina
Secretary of State
Mark Hammond

SDMS 211329

El Paso Energy
EPEC polymers
region 2

TENNECO OIL COMPANY

#901573

Note:This online database was last updated on 4/17/2011 6:01:39 PM.
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DOMESTIC / FOREIGN:	Foreign
STATUS:	Dissolved
STATE OF INCORPORATION / ORGANIZATION:	DELAWARE Profit

REGISTERED AGENT INFORMATION

REGISTERED AGENT NAME:	C T CORPORATION SYSTEM
ADDRESS:	75 BEATTIE PLACE TWO SHELTER CENTRE GRNVL S C
CITY:	
STATE:	
ZIP:	
SECOND ADDRESS:	

FILE DATE:	03/14/1960
EFFECTIVE DATE:	03/14/1960
DISSOLVED DATE:	04/08/1997

leave

Corporation History Records

CODE	FILE DATE	COMMENT	Document
Withdrawal	04/07/1997	WDR/ADD FOR SVC-1001 LOUISIANA ST HOUSTON TX 77002	Image
Merger	02/23/1988	SUR MER W/SWL DEVELOPMENT CORP NQ	Film
Merger	09/04/1987	SUR MER W/ TLC OIL CO NQ	Film
Merger	07/15/1987	SUR MER W/DIRECT OIL CORPORATION NQ	Film
Merger	06/30/1987	S MER W GEO OIL AND GAS NQ	Film
Merger	06/16/1987	SUR MER W 4 CORP NQ	Film
Merger	05/30/1986	SUR MER W TENNGASCO GAS PROCESSING	Film
Merger	05/20/1986	SUR MER W LATERRE PETROLEUM NQ	Film
Merger	08/14/1985	MER W DIRECT OIL CORPORATION	Film
Amendment	02/04/1985	MER Q-S PETROLEUM, INC.	Film

Amendment	08/07/1984	MER TENNESSEE PRODUCTION COMPANY	Film
Amendment	06/22/1976	SUR MER LATERRE PETR OF NORWY & IND	Film
Amendment	03/10/1975	SUR MER LA-TERRE CO & LA TERRE PETR	Film
Amendment	12/23/1974	SUR MER TENNESSEE GAS SUPPLY COMPAN	Film
Amendment	12/23/1974	SUR MER TENNECO LT CORP	Film
Amendment	09/15/1969	MER	Film
Amendment	01/25/1967	MER ATLANTIC COAST TERMINALS, INC.	Film
Amendment	09/20/1965	MER WILCOX OIL COMPANY	Film
Amendment	09/20/1965	MER WILCOX OIL COMPANY	Film
Amendment	10/26/1961	AMEND	Film
Amendment	05/05/1961	AMEND	Film
Amendment	12/02/1960	CH FM TENNESSEE OIL REFINING CORP	Film
Incorporation	03/14/1960	AUTH	Film

Physical Address: Edgar Brown Building - 1205 Pendleton Street Suite 525 Columbia, SC 29201
Mailing Address: SC Secretary of State's Office 1205 Pendleton Street Suite 525 Columbia, SC 29201

Call Stocks

Tenneco Inc.

Address:
Tenneco Building
P.O. Box 2511
Houston, Texas 77252-2511
U.S.A.

Telephone: (713) 757-2131
Fax: (713) 757-2777

Statistics:
Public Company
Incorporated: 1947 as Tennessee Gas Transmission Company
Employees: 75,000
Sales: $14.5 billion
Stock Exchanges: New York Toronto
SICs: 3523 Farm Machinery and Equipment; 3531 Construction Machinery; 3731 Ship Building and Repairing; 3714 Motor Vehicle Parts and Accessories; 2653 Corrugated and Solid Fiber Boxes; 4923 Gas Transmission and Distribution; 6719 Holding Companies, Nec.

Company History:

Tenneco Inc. is one of the largest diversified companies in the world, ranking among the United States' 30 largest industrial companies and among the top 100 industrial companies worldwide. Tenneco's holdings include Case Corporation, one of the world's largest manufacturers of agricultural and construction equipment; Tenneco Gas, one of the natural gas industry's largest and most profitable companies; Tenneco Automotive, a global manufacturer of automotive parts; Newport News Shipbuilding, a primary supplier to the U.S. Navy; Packaging Corporation of America, one of the world's leading packaging manufacturers; and Albright & Wilson, an international manufacturer and marketer of chemicals. During the early 1990s, these companies became the focus of Tenneco, as it divested other interests in pulp and paper chemicals; oil exploration, production, processing and marketing; and life insurance.

Much of the company's early success was attributed to its first director, Henry Gardiner Symonds. Acquiring a degree in geology from Stanford University in 1924 and an MBA from Harvard three years later, Symonds began his career in Chicago as a banker with what eventually became the Continental Illinois Bank and Trust Company. In 1930, Symonds began work with a small investment firm and bank subsidiary called the Chicago Corporation, and his success there led to his appointment as vice-president of the division in 1932.

In 1938, oil was discovered on land that the Chicago Corporation had purchased for natural gas deposits, near Corpus Christi, Texas, and Symonds was dispatched to Texas to manage the property. Later that year, he became a board member of the firm. The Chicago Corporation was unable to fully exploit the large reserves of natural gas it had developed in Texas, due to national shortages of pipeline materials essential for gas transmission. When a shortage of fuel for defense plants in West Virginia developed in 1943, the Chicago Corporation was able to obtain a Federal Power Commission (FPC) license to operate a pipeline, in addition to a priority order for pipeline materials. Symonds was placed in charge of the construction of a 1,265-mile pipeline, which linked the gas fields of the Gulf states with factories in the eastern United States.

A company called the Tennessee Gas and Transmission Company, founded in 1940 and acquired by the Chicago Corporation in 1943, was placed in charge of the pipeline. The project was completed in October 1944; however, the day after the pipeline went into operation, the FPC moved to regulate the pipeline and ordered the company to reduce its transmission rates. Symonds protested, contending that the FPC had led him to believe that the Chicago Corporation would be allowed to operate without such regulations. Regarding the FPC's actions as unfair, Symonds declared that he would never again become involved in projects subject to government regulation. Nevertheless, when the Chicago Corporation promptly divested itself of Tennessee Gas after World War II, Symonds remained with the company and was subsequently named its president.

Tennessee Gas continued to add pipelines to its network, planning 3,840 additional miles in 1946. A long coal strike that year increased demand for oil- and gas-burning furnaces and other devices, and Tennessee Gas applied for rights to build more gas lines as well as to pump oil through the government-sponsored "big-inch" and "little inch" oil pipeline programs. On July 18 of the following year, the company was reincorporated in Delaware as the Tennessee Gas Transmission Company, while its headquarters remained in Houston.

Symonds used profits from the pipeline operations to establish a separate but complementary subsidiary business in oil and gas exploration. He advocated the acquisition of existing oil companies during the 1950s, including Sterling Oil, Del-Rey Petroleum, and Bay Petroleum, and oversaw acquisitions of several petrochemical companies, diversifying the product base and involving Tennessee Gas in industrial plastics. Fifteen Oil, acquired in 1960, was one of several subsidiaries engaged in oil and gas exploration and production in places as diverse as Alaska, Canada, Latin America, and Africa. A subsidiary called the Tenneco Corporation was formed that year to coordinate the management of several company subsidiaries.

During this time, Tennessee Gas received some unfavorable publicity, when reports surfaced that company's general counsel had met with FPC officials, including FPC chairperson Jerome Kuykendall. Critics alleged that the group had privately discussed legally restricted matters, but Symonds denied any wrongdoing.

In February 1961, a corporate restructuring occurred that placed the company's non-utility subsidiaries, principally Tennessee Gas and Bay Petroleum, under the managerial authority of Tenneco. Acquisitions in the chemical industries continued through the 1960s and included the Heyden Newport Chemical Corporation, which formed the core of what later became Tenneco Chemicals, Inc. in March 1965. Moreover, the Tenneco division added a new line of business in June 1965 when it purchased the Packaging Corporation of America, a manufacturer of paperboard and packaging materials, with over 400,000 acres of timberland resources. Between September 1950 and March 1966, Tennessee Gas had acquired 22 companies.

A second corporate restructuring took place in April 1966, in which Tenneco assumed control over all the assets of Tennessee Gas, which then became a Tenneco subsidiary. Symonds was promoted from president and board chairman positions in which he had served since 1958, to chief executive officer and chief policy officer, in addition to being named the company's chairperson "for life."

Tenneco's most significant acquisition under Symonds came in August 1967, when it purchased the Kern County Land Company for approximately $430 million. Kern was established in California around 1850 by two lawyers from Kentucky, Lloyd Tevis and James Ben Ali Haggin, who intended to purchase land for resale to prospectors drawn to California in search of gold. Although the scheme failed, the subsequent development of irrigation systems transformed the 2.5 million acres of arid wasteland into arable cropland. Moreover, some of the land was later found to contain oil deposits. While the Kern Company lacked the expertise to develop these oil deposits, Tenneco was perfectly suited to develop the sites. At the same time, Tenneco had no immediate interest in Kern's agricultural businesses, but, as those businesses were profitable, they could easily be assimilated into Tenneco's existing land management group. The acquisition also included Kern's 53 percent interest in J.I. Case, a manufacturer of farm and construction machinery located in Wisconsin, and Walker Manufacturing, which produced automotive exhaust systems.

After the acquisition, Tenneco divided its subsidiaries along geographical lines, resulting in Tenneco West (formerly Kern) and Tenneco Virginia, which had grown out of the company's gas transmission business. In September 1968, Tenneco Virginia purchased Newport News Shipbuilding & Drydock Company for about $140 million. Newport News was engaged in the construction of nuclear-powered submarines and aircraft carriers, as well as merchant and commercial ships. The company also repaired and reconditioned ships, and refueled nuclear vessels. The nation's largest privately owned shipyard, Newport News was also in serious financial trouble.

Symonds died of a heart ailment on June 2, 1971. His method of expansion through diversification had been based on three rules: seeing that the company he wished to acquire would benefit from Tenneco management; choosing companies whose operations would complement those of Tenneco; and enforcing standards which kept each division "big enough to stand on its own two feet." Under Symonds's successor, James Lee Ketelsen, Tenneco continued to operate on these precepts, but the number and size of subsequent acquisitions were noticeably reduced.

The application of Tenneco management methods to Newport News had transformed the shipbuilding division into a successful venture by 1971. Over a period of several years, Tenneco invested nearly $100 million in the company, and, by 1973, the division had accumulated an order backlog of $1 billion. As a result of increased demand for imported petroleum products, Newport News engaged in the construction of large ships capable of carrying crude oil and liquefied natural gas.

In the course of restructuring Newport News Shipbuilding, Tenneco encountered strong opposition from organized labor and the Occupational Health and Safety Administration (OSHA). Eventually, after a three-month strike, all 16,500 employees of Newport News gained representation by the United Steelworkers. OSHA levied a fine of $786,190 on Newport News, citing 617 cases of deficient medical care, unsafe working conditions, and excessive noise. It was the largest fine OSHA had ever imposed on any company.

Wall Street analysts had consistently advised Tenneco to sell Newport News, warning that the division would require costly modernization and reorganization. Despite such problems, however, Tenneco officials recognized the subsidiary's potential, particularly after Navy Secretary John Lehman declared his intention to establish a 600-ship navy in 1981. Thereafter, Newport News abandoned commercial shipbuilding in favor of government defense contracts. Much of its initial work in this area centered on the *Los Angeles* -class attack submarine, which it designed and consistently delivered at a profit. Newport News was also the world's only manufacturer of nuclear-powered aircraft carriers, including the *Carl Vinson* and *Theodore Roosevelt,* launched in 1982 and 1986, respectively. Newport News also planned to construct servicing berths for the larger Trident submarines, then built exclusively by the Electric Boat division of General Dynamics.

Between 1968 and 1976, Tenneco acquired an additional 13 companies, including the British chemical company Albright & Wilson Ltd., and consolidated its ownership of J.I. Case. The automotive parts division of Tenneco experienced strong growth during the 1970s through the acquisition of AB Starlawerken of Sweden in 1974, Monroe Auto Equipment (best known for their line of shock absorbers) in 1977, and Lydex, a Danish company, in 1978. Tenneco started to purchase insurance companies in 1978, including Philadelphia Life and Southwestern Life Insurance.

Ketelsen, who was named chairperson and chief executive officer in 1978, was instrumental in the company's decision to convert its refinery at Chalamette, Louisiana, to process lower grades of crude oil from Venezuela and Mexico. In response to the reduction in oil prices, Tenneco redirected capital expenditures from oil and gas exploration into finding ways to produce oil at lower prices.

During the early 1980s, Tenneco sold its petrochemical and polyvinyl chloride production facilities to Occidental Petroleum. In 1984, to combat low gas prices and the adverse trends in the gas industry, Tenneco formed a new subsidiary called Tenngasco, which was responsible for sales of spot market gas in unregulated intrastate markets. Also that year, the Tenneco Packaging Corporation of America acquired Ecko Housewares and Ecko Products from the American Home Products Corporation.

In 1985, Tenneco purchased the farm machinery division of International Harvester, which had been forced to restructure as a result of a severe crisis in the American farming industry. Paying $430 million for the division, Tenneco then combined these operations with its Case subsidiary, which was also losing money. Tenneco officials believed that Case could benefit from Harvester's broader product line and stronger dealer network. The new combined group commanded a 35 percent market share for large tractors, a figure second only to Deere & Company's 42 percent. As a result of restructuring efforts and the temporary closure of several tractor plants, the new Case division registered a modest profit by the end of the year.

Having survived a 1982 attempt by stockholders to separate and sell the company's various divisions, the company was again considered a prime takeover target in 1987, given its high debt, rich assets, and record of underperformance. The company had previously insisted on paying stock dividends rather than reducing its debt or, in some other way, reducing its exposure to corporate raiders. But in the late 1980s, Tenneco began boosting its stock through massive repurchasing programs and debt retirement. From 1988 to 1990, the company bought back 26.3 million shares and paid off $5 billion in long- and shortterm debt.

In 1986, Tenneco divested its five insurance companies to I.C.H. Corporation for about $1.5 billion. The company's late 1980s efforts to refocus its business interests included the sale of all its precious metals operations, the agricultural operations of Tenneco West, Tenneco Oil Company, and the retail muffler shops of Tenneco Automotive. At the same time, a new holding company, Tenneco Inc., was organized to serve as the corporation's principal financing vehicle.

Fine-tuning continued through the early 1990s under new leadership; in August 1991, Tenneco replaced James L. Ketelsen, who had lead the company for 13 years, with Michael H. Walsh. The new president, who soon became CEO as well, found a company in far worse shape than he had been led to believe. Earnings and cash flow were falling short of targets in nearly every division, and debt stood at 70 percent of capital--"unacceptable" results, as Walsh's 1991 letter to shareholders candidly observed. By the end of the year, Walsh had instituted a $2 billion action plan that incorporated several retrenchment initiatives in the face of a lingering global recession. Walsh, dubbed a "tough boss for tough times" by *Business Week,* cut Tenneco's dividend in half, eliminated 8,000 jobs, divested three short-line railroads and other non-core assets, issued $512 million in new equity, and reduced capital spending for the two-year period by $300 million.

Walsh instituted additional reorganizational measures in 1992, focusing on divestments and consolidation. Tenneco Minerals company was sold for $500 million, and Albright & Wilson's pulp chemicals business was spun off to Sterling Chemicals. Although the latter sale brought $202 million to the corporation, it also eliminated 54 percent of Albright & Wilson's annual profit. Tenneco's plans for the ensuing three years included consolidation and "resizing" of production capacity, divestment of unprofitable product lines, and privatization of company-owned retail outlets. After just 18 months at Tenneco's helm, Walsh had reversed potentially dangerous trends and instilled a "no excuses" policy in its corporate culture.

In January 1993, Walsh announced that he had been diagnosed with inoperable brain cancer. Walsh elected to stay on at Tenneco and see the conglomerate through the reorganization he had begun. He designated a new recruit, Dana G. Mead, head of the Case Corporation subsidiary, as his successor and began delegating more authority to Mead and the rest of Tenneco's senior management. In February 1994, Walsh yielded Tenneco's presidency and chief executive officership to Mead and accepted the post of chairman. By that time, Tenneco was a $13 billion conglomeration, having gone from two successive years of losses totaling over $2 billion to a 1993 net income of $426 million and having reduced its debt from 70 percent of capitalization to 49.3 percent. Mike Walsh died in May 1994.

Principal Subsidiaries: Tenneco Gas; Case Corporation; Tenneco Automotive; Newport News Shipbuilding; Packaging Corporation of America; Albright & Wilson (England).

Further Reading:

Bremner, Brian, "Tough Times, Tough Bosses," *Business Week,* November 25, 1991, pp. 174-79.
Huey, John, "Mike Walsh Takes on Brain Cancer," *Fortune,* February 22, 1993, pp. 76-77.
Sobel, Robert, *The Age of Giant Corporations,* Westport, Connecticut: Greenwood, 1972.
Tenneco's First 35 Years, Houston: Tenneco Inc., 1978.

Source: *International Directory of Company Histories*, Vol. 10. St. James Press, 1995.

Details

Filing Number:
2300168369
Entity Name:
TENNECO OIL COMPANY
Status:
Withdrawn
Entity Type:
Foreign For Profit Business Corporation
Jurisdiction:
DELAWARE
Original Filing Date:
Mar 11 1960
Duration:
Perpetual
Entity Address:
1001 LOUISIANA ST, HOUSTON, TX, 77002, USA

Registered Agent Information

Name:
SECRETARY OF STATE
Effective:
N/A
Address:
2300 N LINCOLN BLVD STE 101
City,State,ZipCode:
OKLA CITY OK 73105 4897

FILING HISTORY :

Document Number	Filing Type	Filing Date
458752	Certificate of Qualification(TAC)	March 11, 1960
1140398	Amended Certificate of Qualification	December 2, 1960
1140399	Amended Certificate of Qualification	May 8, 1961
1140400	Amended Certificate of Qualification	November 6, 1961
1502599	Certificate of Merger	September 24, 1965
1140401	Amended Certificate of Qualification	January 31, 1967
1140402	Amended Certificate of Qualification	October 15, 1969
1140403	Amended Certificate of Qualification	August 21, 1973
1140405	Amended Certificate of Qualification	December 31, 1974
1140404	Amended Certificate of Qualification	December 31, 1974
1140406	Amended Certificate of Qualification	March 11, 1975
1140407	Amended Certificate of Qualification	October 22, 1976
1140408	Amended Certificate of Qualification	November 1, 1984
1140409	Amended Certificate of Qualification	February 19, 1985
1140410	Amended Certificate of Qualification	November 25, 1985
1140411	Amended Certificate of Qualification	May 27, 1986
1140412	Certificate of Merger	June 23, 1987

1140413	Certificate of Merger	June 23, 1987
1140414	Certificate of Merger	June 25, 1987
1140415	Certificate of Merger	December 21, 1987
1140416	Certificate of Merger	May 23, 1988
1140417	Certificate of Merger	February 16, 1989
1140418	Certificate of Merger	February 16, 1989
1140419	Certificate of Merger	February 16, 1989
1140420	Certificate of Merger	June 26, 1989
1140423	Amended Certificate of Qualification	October 25, 1989
1140421	Certificate of Merger	October 25, 1989
1140422	Certificate of Merger	October 25, 1989
1140424	Certificate of Merger	October 24, 1990
1140426	Certificate of Merger	September 28, 1992
1452193	Certificate of Withdrawal	April 10, 1997

NAMES INFORMATION

Name	Name Type	Name Status	Creation Date
TENNECO OIL COMPANY	Legal	Inactive	December 2, 1960
TENNESSEE OIL REFINING CORPORATION	Legal	Former	December 2, 1960

PRINCIPALS
No entries found.

TRADENAMES
No entries found.

STOCKS INFORMATION

Date	Stock Type	Number of Shares	PAR Value	Amount
October 25, 1989	Common (Voting)	200	5	$0.00

POC:
$0
TAC:
$1000
Total Investment in OK:
$5330000
Qualified:
NO

Details

Filing Number:
2310029026
Entity Name:
WILCOX OIL COMPANY
Status:
Withdrawn
Entity Type:
Foreign For Profit Business Corporation
Jurisdiction:
DELAWARE
Original Filing Date:
Mar 10 1919
Duration:
Perpetual
Entity Address:
N/A

Registered Agent Information

Name:
A H MAHNKER
Effective:
N/A
Address:
735 1ST NATL BLDG
City,State,ZipCode:
OKLAHOMA CITY OK 73102 7412

FILING HISTORY :

Document Number	Filing Type	Filing Date
1240627	Amended Certificate of Qualification	March 10, 1919
493445	Certificate of Qualification(TAC)	March 10, 1919
1240628	Amended Certificate of Qualification	February 25, 1929
1240629	Amended Certificate of Qualification	April 24, 1929
1240630	Amended Certificate of Qualification	February 10, 1931
12006990001	Amended Certificate of Qualification	March 2, 1931
1240631	Amended Certificate of Qualification	March 2, 1932
1240632	Amended Certificate of Qualification	July 2, 1932
1473866	Amended Certificate of Qualification	June 5, 1936
1240633	Amended Certificate of Qualification	May 10, 1938
1240634	Amended Certificate of Qualification	May 10, 1938
1240635	Certificate of Merger	May 24, 1938
1473867	Amended Certificate of Qualification	March 29, 1939
1240636	Amended Certificate of Qualification	August 28, 1944
1240637	Amended Certificate of Qualification	December 28, 1955
1473868	Amended Certificate of Qualification	December 26, 1957
1240638	Amended Certificate of Qualification	January 9, 1962

1240639	Certificate of Withdrawal	July 24, 1964

NAMES INFORMATION

Name	Name Type	Name Status	Creation Date
H. F. WILCOX OIL & GAS COMPANY	Legal	Former	March 10, 1919
WILCOX OIL COMPANY	Legal	Inactive	August 28, 1944

PRINCIPALS
No entries found.

TRADENAMES
No entries found.

STOCKS INFORMATION
No entries found.

POC:
$0
TAC:
$0
Total Investment in OK:
$0
Qualified:
NO

March 21, 2013 11:29 AM ET

Company Overview of Interocean Oil Company, Inc.

Snapshot | People

Company Overview

Interocean Oil Company, Inc. operates as a subsidiary of Marathon Oil Corporation.

United States

Key Executives For Interocean Oil Company, Inc.

Interocean Oil Company, Inc. does not have any Key Executives recorded.

Stock Quotes Market data is delayed at least 15 minutes.

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Similar Private Companies By Industry

Company Name	Region
Armor Holdings Mobile Security, LLC	United States
TrimTabs Investment Research	United States
MERS, Inc.	United States
Premium Welding & Manufacturing Inc	United States
Smaato, Inc.	United States

Recent Private Companies Transactions

Type Date	Target
No transactions available in the past 12 months.	

Most Searched Private Companies

Company Name	Geographic Region
NYC2012, Inc.	United States
Bertelsmann AG	Europe
Lawyers Committee for Civil Rights Under Law	United States
Rush University	United States
Greater Houston Partnership	United States

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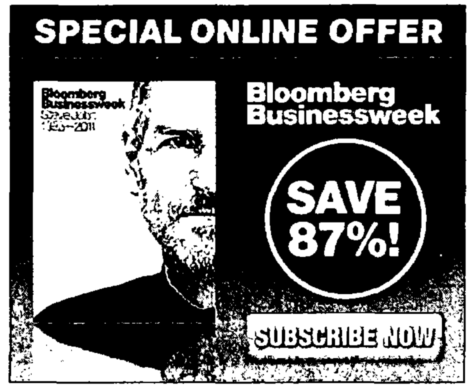

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Berkeley, CA | Lawrence Berkeley National Laboratory
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Sr. Business Analyst
New York, NY | American Institute of Chemical Engineers
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Chief Technology Officer
Bethesda, MD | Niaid
Posted: Mar 07

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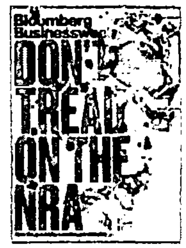
Bloomberg Businessweek
DON'T TREAD ON THE NRA

Details

→Delaware

Filing Number:
2300043430
Entity Name:
LORRAINE REFINING COMPANY
Status:
Withdrawn
Entity Type:
Foreign For Profit Business Corporation
Jurisdiction:
DELAWARE
Original Filing Date:
Aug 3 1923
Duration:
Perpetual
Entity Address:
N/A

Registered Agent Information

Name:
UNA LEE ROBERTS
Effective:
N/A
Address:

City,State,ZipCode:
OK

FILING HISTORY :

Document Number	Filing Type	Filing Date
166085	Certificate of Qualification(TAC)	August 3, 1923
812292	Amended Certificate of Qualification	August 3, 1923
812404	Certificate of Withdrawal	August 4, 1926

NAMES INFORMATION

Name	Name Type	Name Status	Creation Date
LORRAINE REFINING COMPANY	Legal	Inactive	August 3, 1923

PRINCIPALS
No entries found.

TRADENAMES
No entries found.

STOCKS INFORMATION
No entries found.

POC:
    $0
TAC:
    $0
Total Investment in OK:
    $0
Qualified:
    NO

Filing Number:	4071106	**Entity Type:**	Foreign For-Profit Corporation
Original Date of Filing:	May 2, 1977	**Entity Status:**	In existence
Formation Date:	N/A		
Tax ID:	17310030543	**FEIN:**	

Name:	PRODUCERS OIL COMPANY
Address:	711 PHILTOWER BLDG Tulsa, OK 74103 USA
Fictitious Name:	N/A
Jurisdiction:	OK, USA
Foreign Formation Date:	N/A

REGISTERED AGENT | FILING HISTORY | NAMES | MANAGEMENT | ASSUMED NAMES | ASSOCIATED ENTITIES

Name	Address	Inactive Date
C T CORPORATION SYSTEM	350 N. St. Paul St., Ste. 2900 Dallas, TX 75201-4234 USA	

Filing Number:	4071106	**Entity Type:**	Foreign For-Profit Corporation
Original Date of Filing:	May 2, 1977	**Entity Status:**	In existence
Formation Date:	N/A		
Tax ID:	17310030543	**FEIN:**	

Name:	PRODUCERS OIL COMPANY
Address:	711 PHILTOWER BLDG Tulsa, OK 74103 USA
Fictitious Name:	N/A
Jurisdiction:	OK, USA
Foreign Formation Date:	N/A

REGISTERED AGENT | FILING HISTORY | NAMES | MANAGEMENT | ASSUMED NAMES | ASSOCIATED ENTITIES

View Image	Document Number	Filing Type	Filing Date	Effective Date	Eff. Cond	Page Count
N/A	2817035	CHARTER	May 2, 1977	May 2, 1977	No	N/A
	2817034	Change Of Registered Agent/Office	January 6, 1985	January 6, 1985	No	2
N/A	2817036	Change Of Registered	July 13, 1990	July 13, 1990	No	N/A

☑	304538405181	Agent/Office Change of Name or Address by Registered Agent	April 19, 2010	April 19, 2010	No	1

Order | Return to Search

Top of Form

Filing Number:	4071106	**Entity Type:**	Foreign For-Profit Corporation
Original Date of Filing:	May 2, 1977	**Entity Status:**	In existence
Formation Date:	N/A		
Tax ID:	17310030543	**FEIN:**	

Name:	PRODUCERS OIL COMPANY
Address:	711 PHILTOWER BLDG Tulsa, OK 74103 USA
Fictitious Name:	N/A
Jurisdiction:	OK, USA
Foreign Formation Date:	N/A

REGISTERED AGENT | FILING HISTORY | NAMES | MANAGEMENT | ASSUMED NAMES | ASSOCIATED ENTITIES

Last Update	Name	Title	Address
	Stuart Goodall	P/S/T	711 PHILTOWER BUILDING Tulsa, OK 74103 USA
	Stuart Goodall	Director	711 PHILTOWER BUILDING Tulsa, OK 74103 USA
	Phillip W Terry	VP	711 PHILTOWER BUILDING Tulsa, OK 74103 USA
	Phillip W Terry	Director	711 PHILTOWER BUILDING Tulsa, OK 74103 USA

Bottom of Form

Filing Number:	800030449	**Entity Type:**	Domestic Limited Liability Company (LLC)
Original Date of Filing:	November 21, 2001	**Entity Status:**	In existence
Formation Date:	N/A		
Tax ID:	32004007020	**FEIN:**	

Duration: Perpetual

Name: BOLIN OIL MANAGEMENT, L.L.C.
Address: 1515 HERITAGE DR STE 101
MCKINNEY, TX 75069-3378 USA

REGISTERED AGENT	FILING HISTORY	NAMES	MANAGEMENT	ASSUMED NAMES	ASSOCIATED ENTITIES

Name	Address	Inactive Date
Perry N. Bolin	1515 Heritage Suite 101 Mckinney, TX 75069 USA	

Filing Number: 800030449 **Entity Type:** Domestic Limited Liability Company (LLC)
Original Date of Filing: November 21, 2001 **Entity Status:** In existence
Formation Date: N/A
Tax ID: 32004007020 **FEIN:**
Duration: Perpetual

"BolinOil"
'66 to 66

Name: BOLIN OIL MANAGEMENT, L.L.C.
Address: 1515 HERITAGE DR STE 101
MCKINNEY, TX 75069-3378 USA

REGISTERED AGENT	FILING HISTORY	NAMES	MANAGEMENT	ASSUMED NAMES	ASSOCIATED ENTITIES

View Image	Document Number	Filing Type	Filing Date	Effective Date	Eff. Cond	Page Count
	4138670002	Articles of Organization	November 21, 2001	November 21, 2001	No	4
	38711240001	Public Information Report (PIR)	December 31, 2003	July 29, 2003	No	1
	119279180001	Public Information Report (PIR)	December 31, 2005	March 1, 2006	No	1
	142347840001	Public Information Report (PIR)	December 31, 2006	August 29, 2006	No	1
	194762870001	Public Information Report (PIR)	December 31, 2007	December 2, 2007	No	1
	233989860002	Change of Registered Agent/Office	October 22, 2008	October 22, 2008	No	2
	275695300001	Public Information Report (PIR)	December 31, 2008	September 21, 2009	No	1
	325177320001	Public Information Report	December 31,	September 3,	No	1

		(PIR)	2009	2010		
	340313770001	Public Information Report (PIR)	December 31, 2010	November 12, 2010	No	1
	456342970001	Public Information Report (PIR)	December 31, 2012	December 10, 2012	No	1

Order | Return to Search

Top of Form

Filing Number:	800030449	**Entity Type:**	Domestic Limited Liability Company (LLC)
Original Date of Filing:	November 21, 2001	**Entity Status:**	In existence
Formation Date:	N/A		
Tax ID:	32004007020	**FEIN:**	
Duration:	Perpetual		

Name: BOLIN OIL MANAGEMENT, L.L.C.

Address: 1515 HERITAGE DR STE 101
MCKINNEY, TX 75069-3378 USA

REGISTERED AGENT | FILING HISTORY | NAMES | MANAGEMENT | ASSUMED NAMES | ASSOCIATED ENTITIES

Last Update	**Name**	**Title**	**Address**
December 10, 2012	PERRY N BOLIN	MANAGING MEMBER	1515 HERITAGE DR STE 101 MCKINNEY, TX 75069 USA

Bottom of Form

Filing Number:	5521006	**Entity Type:**	Foreign For-Profit Corporation
Original Date of Filing:	June 30, 1982	**Entity Status:**	In existence
Formation Date:	N/A		
Tax ID:	12514105399	**FEIN:**	

Name: MARATHON OIL COMPANY

Address: 5555 SAN FELIPE
HOUSTON, TX 77056 USA

Fictitious Name: N/A

Jurisdiction: OH, USA

Foreign Formation Date: N/A

REGISTERED | FILING | NAMES | MANAGEMENT | ASSUMED | ASSOCIATED

AGENT	HISTORY			NAMES	ENTITIES

Name	Address	Inactive Date
C T CORPORATION SYSTEM	350 N. St. Paul St., Ste. 2900 Dallas, TX 75201-4234 USA	

Filing Number:	5521006	**Entity Type:**	Foreign For-Profit Corporation
Original Date of Filing:	June 30, 1982	**Entity Status:**	In existence
Formation Date:	N/A		
Tax ID:	12514105399	**FEIN:**	

Name:	MARATHON OIL COMPANY
Address:	5555 SAN FELIPE HOUSTON, TX 77056 USA
Fictitious Name:	N/A
Jurisdiction:	OH, USA
Foreign Formation Date:	N/A

REGISTERED AGENT	FILING HISTORY	NAMES	MANAGEMENT	ASSUMED NAMES	ASSOCIATED ENTITIES

Last Update	Name	Title	Address
January 23, 2013	C P CAZALOT Jr	PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	C P CAZALOT Jr	CHIEF EXECUTIVE OFFICER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	C P CAZALOT Jr	DIRECTOR	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	J F CLARK	EXECUTIVE VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	J F CLARK	CHIEF FINANCIAL OFFICER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	J F CLARK	DIRECTOR	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	S J KERRIGAN	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	S J KERRIGAN	GENERAL COUNSEL	5555 SAN FELIPE HOUSTON, TX 77056 USA

January 23, 2013	S J KERRIGAN	SECRETARY	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	S J KERRIGAN	DIRECTOR	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	D E ROBERTS Jr	EXECUTIVE VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	D E ROBERTS Jr	CHIEF OPERATING OFFICER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	D E ROBERTS Jr	DIRECTOR	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	T K SNEED	CHIEF INFORMATION OFFICER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	A R BAY	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	E M CAMPBELL	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	L A CAPUANO	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	S P GUIDRY	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	S J LANDRY	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	T M LITTLE	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	R D ROGERS	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	B J ROY	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	G S SILLS	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	T K SNEED	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	R L SOVINE	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	M K STEWART	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	M K STEWART	CONTROLLER	5555 SAN FELIPE HOUSTON, TX 77056 USA

January 23, 2013	M K STEWART	TREASURER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	D J SULLENBARGER	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	H J THILL	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	G H WATKINS	VICE PRESIDENT	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	J A BROWN	ASSISTANT SECRETARY	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	D J DUNBAR	ASSISTANT SECRETARY	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	M M JOSEPH	ASSISTANT SECRETARY	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	R J KOLENCIK	ASSISTANT SECRETARY	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	Y R KUNETKA	ASSISTANT SECRETARY	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	M R CLARK	ASSISTANT TREASURER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	J B EXNER	ASSISTANT TREASURER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	G E MODECKI	ASSISTANT TREASURER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	S E COHEN	ASSISTANT CONTROLLER	5555 SAN FELIPE HOUSTON, TX 77056 USA
January 23, 2013	E H KRAUSE Jr	ASSISTANT CONTROLLER	

Wilcox Oil (06GG)

Owner/operators

Kinder Morgan-Issued 104(e) October 30, 2012. Response expected January 8, 2013
El Paso Energy-Acquired by Kinder Morgan October 16, 2011
Tenneco Oil-Acquired by El Paso Energy 1992 (need documentation) (TX SOS)
Wilcox Oil Refinery- Merged into Tenneco September 20, 1965 (S. Carolina SOS document)

Other refineries in the title chain: (Lorraine)
Bristow Oil and Refinery- No information available
Continental Refinery-Possibly operational 104(e)
Lorraine Petroleum- No information available
Producers Oil-No information available

Years of operation needed

Bolin Oil-No information available (Wilcox side)

Need GIS mapping of deeds

check sites

Steven & Courtney

3/5 9 am

George Snedden InterOcean

Business Entity Search

Nebraska

Date: 10/22/2012

Be advised the business information on this page is for summary informational purposes only. It is not an official filing with the Secretary of State's office and should not be relied on as such. Please view actual documents filed by customers with the secretary of State's office to ensure accurate information. When filing a Uniform Commercial Code statement on an entity, consult with your attorney to ensure the correct debtor name.

Business Summary

Current Entity Name	Business Entity ID Number
CONTINENTAL OIL & REFINING COMPANY	0087700
File Name Change Online	View History and Documents

Current Mailing Address: PO BOX 831, CATOOSA, OK 74015 Update

Transcontinental corp does Continental Petro

Business Entity Type: KANSAS FOR PROFIT CORPORATION

Date of Formation in Kansas: 02/20/1903

State of Organization: KS

Current Status: ACTIVE AND IN GOOD STANDING

Certificate of Good Standing

Resident Agent and Registered Office

Resident Agent: BG TUCKER

Registered Office: 3403 CR @ TUCKER CORNER P.O. BOX 506, INDEPENDENCE, KS 67301

Update Resident Agent/Office

Annual Reports

The following annual report information is valid for active and delinquent status entities only.

Tax Closing Month: 12

The Last Annual Report on File: 12/2011

Next Annual Report Due: 04/15/2013 File Online

Forfeiture Date: 07/15/2013

Close Your Business

Be advised the business information on this page is for summary informational purposes only. It is not an official filing with the Secretary of State's office and should not be relied on as such. Please view actual documents filed by customers with the secretary of State's office to ensure accurate information. When filing a Uniform Commercial Code statement on an entity, consult with your attorney to ensure the correct debtor name.

Business Entity Search

Date: 10/22/2012

Be advised the business information on this page is for summary informational purposes only. It is not an official filing with the Secretary of State's office and should not be relied on as such. Please view actual documents filed by customers with the secretary of State's office to ensure accurate information. When filing a Uniform Commercial Code statement on an entity, consult with your attorney to ensure the correct debtor name.

Business Summary

Current Entity Name	Business Entity ID Number
CONOCO INC.	7003387
File Name Change Online	View History and Documents

Previous Names:
CONTINENTAL OIL COMPANY

Current Mailing Address: MCLEAN BUILDING P.O. BOX 2197, HOUSTON, TX 77252 Update

Business Entity Type: FOREIGN FOR PROFIT

Date of Formation in Kansas: 12/06/1922

State of Organization: DE

Current Status: FORFEITED - FAILED TO TIMELY FILE A/R

Certificate of Good Standing

Resident Agent and Registered Office

Resident Agent: THE CORPORATION COMPANY

Registered Office: FIRST NATIONAL BANK BUILDING (building demolished 1995), TOPEKA, KS 66612

Update Resident Agent/Office

Annual Reports

The following annual report information is valid for active and delinquent status entities only.

Tax Closing Month: 12

The Last Annual Report on File: 00/0000

Next Annual Report Due: 00/00/0000 File Online

Forfeiture Date: 00/00/0000

Close Your Business

Be advised the business information on this page is for summary informational purposes only. It is not an official filing with the Secretary of State's office and should not be relied on as such. Please view actual documents filed by customers with the secretary of State's office to ensure accurate information. When filing a Uniform Commercial Code statement on an entity, consult with your attorney to ensure the correct debtor name.

Briefcase

Confirmation

Instructions

* You will be notified via email when documents have been filed or orders processed. Filings are NOT complete until you return to the Briefcase and pickup the filed documents.

Print this page or make a note of the Session Code for use when retrieving documents from your Briefcase. For related inquires, the Session Code may be used to trace the order.

SESSION ID:	080813JKMYEW
CONTACT NAME:	lance nixon
SESSION STATUS:	Pending
DATE:	8/8/2013 1:08:16 PM

Total Fee $20.80

Order summary:

Action	Document Number	Description	Status	Fee
		View - Entity {1900016668}	Processed	$5.00
		View - Entity {2300049968}	Processed	$0.00
		Order	Received	$0.00
		View - Entity {1900016733}	Processed	$0.00
		View - Entity {1900016733}	Processed	$5.00
		Order	Received	$0.00
		View - Entity {1900016668}	Processed	$0.00
		View - Entity {1900016668}	Processed	$0.00
		Order	Received	$0.00
		View - Entity {1900016668}	Processed	$5.00
		View - Entity {2300030197}	Processed	$0.00
		View - Entity {1900008317}	Processed	$0.00
		View - Entity {2300029006}	Processed	$5.00
		Order	Received	$0.00
		View - Entity {2300043430}	Processed	$0.00
		Order	Received	$0.00
		Order	Received	$0.00
		Credit Card Surcharge Document	Processed	$0.80

TOTAL CONVENIENCE FEE FOR THIS PO REFERENCE NUMBER:$0.80
TOTAL FEE FOR THIS PO REFERENCE NUMBER: $20.80

: Corp Information

Entity Summary Information

Select the printer link to print this page, or use the buttons below to file or place an order.

CONTINENTAL REFINING COMPANY

Details

Filing Number:	1900016668
Name Type:	Legal Name
Status:	Expired
Corp type:	Domestic For Profit Business Corporation
Jurisdiction:	Oklahoma
Formation Date:	5 May 1915

Registered Agent Information

Name:	
Effective:	N/A
Address:	
City, State , ZipCode:	

View Entity Detail | File a Document | Order Documents | New Search

: Corp Information

Entity Summary Information

Select the printer link to print this page, or use the buttons below to file or place an order.

CONTINENTAL OIL AND GAS COMPANY

Details

Filing Number:	1900002487
Name Type:	Legal Name
Status:	OTC Suspension
Corp type:	Domestic For Profit Business Corporation
Jurisdiction:	Oklahoma
Formation Date:	19 Apr 1907

Registered Agent Information

Name:	
Effective:	N/A
Address:	
City, State , ZipCode:	

View Entity Detail File a Document Order Documents New Search

TRANSCONTINENTAL OIL COMPANY

TRANSCONTINENTAL OIL COMPANY. The Transcontinental Oil Company was established in June 1919, in Pittsburgh, Pennsylvania, with Foster Parriott, president, Michael Late Benedum, chairman of the board, and Levi Smith, a director responsible for field operations. In 1895 Benedum, a lease man for South Penn Oil, met Joseph Clifton Trees, an independent driller. The two formed a partnership, headquartered in Pittsburgh, that lasted until Trees died, on May 20, 1943. By 1918 Benedum-Trees interests included refineries, skimming plants, and leases throughout Louisiana, Illinois, Kansas, Pennsylvania, and Texas, as well as in Colombia, Mexico, and Romania. Benedum conceived the idea of consolidating these holdings and assigning direction of all operations, from the well to the retail customer, to Transcontinental. Many stockholders in the various companies, including Trees and a Dallas geologist, William E. Wrather, rejected this proposal and were paid cash for their holdings, which included Wrather's interest in the Desdemona (Texas) oilfield. Transcontinental was organized and listed on the New York Curb Exchange, and although general offices were in Pittsburgh, Parriott established the main office in Tulsa, Oklahoma.

Surrender of Foreign Permit 2-28-31

In 1920 Desdemona field production, the new company's source of crude oil, suddenly declined, from 2,283 to 212 barrels per day. To replace this loss Transcontinental drilled unsuccessfully in Texas and California before making a small strike near Craig, Colorado, and discovering, in 1926, the Nigger Creek pool west of Mexia in Limestone County. Despite these developments, the need for more oil remained. Since 1923 the company had controlled leases in West Texas, on land owned by Ira Yates in Pecos County. Although wildcatters commonly downplayed the area west of the Pecos River, Transcontinental decided to drill. Because financing was a problem, the Ohio Oil Company, a Standard Oil affiliate, was asked to drill four wells in return for half interest in any discoveries. Ohio agreed and designated its subsidiary, Mid-Kansas Oil and Gas Company (originally a Benedum-Trees corporation), to do the drilling. The first three holes on Transcontinental leases in Reagan County were dry. Mid-Kansas then moved to Yates's ranch, and on October 5, 1926, a well was spudded at a location near the Yates Dome, an upfolding of rock that contained oil deposits. The dome had been mapped in 1923–24 by Ray Hennen and Arthur M. (Jack) Hagan[qv], Transcontinental geologists. On October 28, 1926, the discovery well of the fabulous Yates oilfield began flowing. By the end of 1929 Transcontinental and Mid-Kansas had brought in thirty producers on the discovery lease and more on adjoining leases. At midyear they were the third-ranking producers in the Permian Basin. This tremendous production did not, however, solve Transcontinental's need for crude, since the existing contract gave Ohio Oil control of all production. The necessity of purchasing crude strained the company's resources to the extent that in 1930 Transcontinental ceased to exist when Benedum exchanged all of its assets for 1,848,051 shares of stock in Ohio Oil. Included in the agreement were 376 filling stations under the name of Marathon, a company organized by Transcontinental to protect its trade name of Marathon and its logo, the heroic Greek runner, Pheidippides.

6-25-36 Ohio Oil Could Transact Business in State of TX.

July 12, 1982 name chg to Marathon Petroleum Company

8-1-62 name chg to Marathon Oil Company

BIBLIOGRAPHY: Sam T. Mallison, *The Great Wildcatter* (Charleston, West Virginia: Education Foundation of West Virginia, 1953). Samuel D. Myres, *The Permian Basin: Petroleum Empire of the Southwest* (2 vols., El Paso: Permian, 1973, 1977). Carl Coke Rister, *Oil! Titan of the Southwest* (Norman: University of Oklahoma Press, 1949).

Citation

Jane Spraggins Wilson

The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.

Jane Spraggins Wilson, "TRANSCONTINENTAL OIL COMPANY," *Handbook of Texas Online* (http://www.tshaonline.org/handbook/online/articles/dot03), accessed July 25, 2013. Published by the Texas State Historical Association.

Today's Popular Articles

- Pinanaca Indians
- Clark, Randolph Lee
- Truchard, Antoine M.
- Espejo, Antonio De
- Gainesmore, TX
- Lebanon, TX (Collin County)
- Magruder, John Bankhead
- Pikes Peak (Edwards County)
- Stag Creek
- Becton, Edwin Pinckney

Recent Additions

- Scales, Norman Wilfred, Sr.
- Wiggins, Bernice Love
- Richardson, Thelma Elizabeth Page
- Robinson, Dorothy Redus
- Shelton, George Lee
- Shepard, Beulah Ann
- Spearman, Leonard Hall
- O'connell, Sr.
- Taylor, Hilliard
- Price, Robert Earl
- Price, Albert James, Sr.

TSHA Links

- About TSHA
- Annual Meeting
- Partner Links
- Lone Star Links
- Awards & Fellowships
- News & Events
- FAQs
- Contact
- Handbook: Browse Articles
- Handbook: Help
- Handbook: Search

UNITED STATES OF AMERICA,
STATE OF OHIO,
OFFICE OF THE SECRETARY OF STATE.

I, Sherrod Brown

do hereby certify that I am the duly elected, qualified and present acting Secretary of State for the State of Ohio, and as such have custody of the records of Ohio and Foreign corporations; that said records show an AGREEMENT OF MERGER of **MARATHON PETROLEUM COMPANY**, an Ohio corporation, Charter No. 7265, having its principal location in Findlay, County of Hancock, and incorporated on August 1, 1887, and **TXO PRODUCTION CORP.**, a Delaware corporation, having qualified to do business within the State of Ohio on November 2, 1983, under License No. 623328, into **MARATHON OIL COMPANY**, an Ohio corporation, Charter No. 584981, the survivor of said Merger, filed in this office on December 24, 1990, recorded in the Records of Incorporation. Said surviving corporation, **MARATHON OIL COMPANY**, an Ohio corporation, Charter No. 584981, having its principal location in Findlay, County of Hancock, was incorporated on November 18, 1981 and is currently in **GOOD STANDING** upon the records of this office.

WITNESS my hand and official seal at Columbus, Ohio, this 28th *day of* December, *A.D.19* 90.

Sherrod Brown

Sherrod Brown
Secretary of State

SEC 3000

Ohio Oil Company

In 1885, oil deposits were discovered in northwest Ohio. To excavate the oil, the Ohio Oil Company was formed in 1887. The company's primary purpose was excavation of oil, not the refining and marketing of the product. In 1889, the Standard Oil Company purchased the Ohio Oil Company. The Ohio Oil Company continued to operate, but it was now a subsidiary of Standard Oil. By the early 1890s, the Oil Ohio Company was producing fifty percent of all of the oil drilled in Ohio and Indiana.

Following the dissolution of the Standard Oil Company in 1911, the Ohio Oil Company had to seek new markets for the oil that it drilled. It continued to sell to companies that once were part of the Standard Oil Company. It also found new consumers, especially in the American West. In addition, the Ohio Oil Company also began to drill for oil in the American West, especially in the Rocky Mountains.

During the 1920s, the Ohio Oil Company also extended its operations to the refining of oil, with the firms purchase of the Lincoln Oil Refinery in Illinois. In 1930, the Ohio Oil Company also purchased the Transcontinental Oil Company and its Yates Oil Field in Texas. This was the largest oil discovery in the United States up to this point in time. Transcontinental Oil was selling oil and gasoline under the brand name of Marathon. In 1962, the Ohio Oil Company officially changed its name to Marathon Oil. In 1981, the U.S. Steel Company purchased Marathon Oil. The name Marathon continued to be used for many of the company's gas stations. In addition, U.S. Steel purchased several other oil firms. In 1998, Marathon purchased Ashland Oil, creating the Marathon Ashland Petroleum LLC.

See Also

Ohio
[Marathon Oil Company History (http://www.marathon.com/About_Marathon/Corporate_Profile/History/)]

Categories: History Organizations | Industrialization and Urbanization | Business and Industry

general service corporation,
New York.

INDEPENDENT OIL STOCKS

SECOND EDITION

Current Liabilities:		
Notes Payable	$452,257.50	....
Accounts Payable	132,240.22	$228,783.31
Due for Crude Oil	153,116.31	....
Interest on Bonds Accrued	20,350.00	....
Taxes Accrued	6,698.41	....
Reserve Liabilities:		
Reserve for Bad Debts	27,395.64	....
Contingencies Reserves	95,102.56	....
Capital Liabilities:		
1st Mtge. Gold Bonds	814,000.00	1,000,000.00
Preferred Stock	276,000.00	288,000.00
Common Stock	1,000,000.00	1,000,000.00
Surplus	575,258.63	330,342.68
Total Liabilities	$3,552,419.27	$2,847,125.99

Officers and Directors—President, E. E. Schock; Vice-Presidents, A. W. Gieske and J. A. Berninghaus; Secretary, W. O. Schock; Treasurer, J. J. Schock.

Main Office—Federal Reserve Bank Bldg., St. Louis, Mo.

Transfer Agent—Equitable Trust Company, Baltimore, Md.

Annual Meeting—Third Monday in January at Okmulgee, Oklahoma.

INTEROCEAN OIL COMPANY

Incorporated—In December, 1912, in South Dakota.

Capitalization	Authorized	Out-standing	Par Value
Common Stock	$12,000,000	$8,549,600	$100
1st Pref. Stock, 7% Cum.	2,000,000	435,600	100
2nd Pref. Stock, 6% Non-Cum.	4,000,000	2,134,860	100

Dividends—Regular dividends of 3½ per cent semi-annually, April 1 and October 1, have been paid on the first preferred stock to date but no dividends have been paid on the second preferred or common.

Properties—The principal subsidiaries of this company are the following: United States Asphalt Refining Company, Aztec Asphalt Company, Eastern Paving Company, Mexican Crude Oil & Asphalt Products Company, United States Asphalt Paving Company.

Note—The Interocean Transport Company has been taken over by the Interocean Oil Company and the business of the former conducted as the "Transport Department."

The subsidiaries of this company own producing properties in Mexico and refineries at Baltimore, Md. (United States Asphalt Refining Company) with a capacity of 10,000 barrels daily at Carteret, N. J. (Mexican Crude Oil & Asphalt Products Company).

The Aztec Asphalt Company is engaged in the street paving business in and around New York City and the Eastern Paving Company is in the same line in Philadelphia.

The Interocean Oil Company operates a fleet of tank steamers, which is engaged in carrying crude oil from Mexico to its refineries at Baltimore and Carteret, N. J.

Officers—President, R. R. Govin; Vice-President, R. D. Upham and O. E. Thurber; Treasurer, N. B. Hersloff; Secretary, Geo. W. S. Whitney

Directors—The above officers and L. F. Payro, H. G. Fuller.

Main Office—90 West Street, New York City.

Transfer Agent and Registrar—United States Corporation, New York City.

Annual Meeting—First Tuesday in February.

August 27, 2013 6:01 PM ET

Company Overview of Interocean Oil Company, Inc.

[redacted] [redacted]

Company Overview

Interocean Oil Company, Inc. operates as a subsidiary of Marathon Oil Corporation...

United States

Key Executives For Interocean Oil Company, Inc.

Interocean Oil Company, Inc. does not have any Key Executives recorded.

Marathon

Similar Private Companies By Industry

Company Name	Region
Blue Ridge Trust	United States
TTC Marketing Solutions	United States
Submarine Systems International Ltd.	United States
Ironstone Trust	United States
The Dublin National Bank	United States

Recent Private Companies Transactions

Type Date	Target
No transactions available in the past 12 months.	

Report Data Issue

[redacted]

Company Overview of Interocean Oil Company, Inc.

Snapshot **People**

Company Overview

Interocean Oil Company, Inc. operates as a subsidiary of Marathon Oil Corporation.

United States

Key Executives For Interocean Oil Company, Inc.

Interocean Oil Company, Inc. does not have any Key Executives recorded.

Similar Private Companies By Industry

Company Name	Region
Blue Ridge Trust	United States
TTC Marketing Solutions	United States
Submarine Systems International Ltd.	United States
Ironstone Trust	United States
The Dublin National Bank	United States

Recent Private Companies Transactions

Type Date	Target
No transactions available in the past 12 months.	

Marathon Marketing History

Marathon thanks Scott Benjamin and Wayne Henderson, co-authors of Guide to Gasoline Logos" the source of much of this information. Visit their website at www.pcmpublishing.com, where you'll also find their magazine, "Petroleum Collectibles Monthly." Updates and corrections to their work were made with their approval.

The Ohio Oil Company (**Ohio Oil**) was founded in 1887 when several northern Ohio oil production firms joined together to market their crude oil, primarily to Standard Oil. So much so, that in 1889, Standard purchased Ohio Oil and operated the company as a production subsidiary until the breakup of Standard in 1911. After the breakup, Ohio Oil continued as before with oil exploration and production, satisfied to sell their products as crude oil and leave the refining and marketing to others.

Ohio Oil first ventured into marketing with the June 1924 purchase of Lincoln Oil Refining Company of Robinson, Illinois. Lincoln Oil operated a refinery and 17 retail gasoline stations in the Robinson-Terre Haute area at the time of the purchase by Ohio Oil. With an assured supply of crude oil for the small refinery, the **Linco brand** began to expand. By 1930 Ohio Oil had expanded the Linco brand throughout most of the current Marathon territory—Ohio, Indiana, Illinois, Michigan and Kentucky.

In the meantime, Ohio Oil had been involved in numerous successful oil production ventures and found they needed even more retail outlets for their products. In 1930 Ohio Oil purchased Transcontinental Oil, a refiner/marketer that had marketed gasoline under the trademark, **Marathon,** the Pheidippides (Greek Runner) trademark and the *Best in the long run* slogan since 1920. They had acquired the brand from a Pittsburgh operation, Riverside Oil Company that we believe to be a forerunner of Republic Oil Company. Transcontinental sold gasoline under the Marathon name across the Midwest and South, from North Carolina to New Mexico. Transcontinental can best be remembered for a significant "first" when in 1929 they opened several Marathon stations in Dallas, Texas, in conjunction with Southland Ice Company's **"Tote'm"** stores (later 7-Eleven) creating the first gasoline/convenience store tie-in.

The Marathon brand proved so popular that by World War II the name had replaced Linco at stations in the original five-state territory. During the War, the widespread Marathon territory couldn't be properly supplied and marketing operations outside the Great Lakes-area were sold, primarily to Tydol. The rest were cut back 60 percent of pre-war supply. Concentrating their marketing within a smaller territory allowed Marathon to expand within the territory and the 1950s brought the first of many acquisitions, the Tower Oil Company of Cincinnati, Ohio, that would expand the company's marketing presence. Numerous other purchases are detailed in the listing below with a group of marketing companies brought together by the 1980s under a subsidiary, **Emro Marketing Company,** which merged into **Speedway SuperAmerica LLC** in 1997.

Ohio Oil, renamed Marathon Oil in 1962, was purchased by U.S. Steel (now USX) in 1981 and continued to market through retail dealer and jobbers under the Marathon name in North Central states and through Emro Marketing under several brand names, primarily Speedway and Starvin' Marvin, throughout the South and East. Emro Marketing Company merged into Speedway SuperAmerica LLC on Dec. 31, 1997.

In 1998, USX/Marathon Oil and Ashland Inc. formed a refining/marketing joint venture by combining their refining and marketing operations into a single company. The joint venture was named Marathon Ashland Petroleum LLC and included seven refineries, four provided by USX/Marathon and three provided by Ashland, and related assets, including 1,653 Marathon branded stores that were operated by Emro Marketing and 4,033 outlets operated under other brands, and 598 Ashland/Rich Branded/SuperAmerica stores.) USX/Marathon Oil, held 62 percent of the ownership of the venture. In January 2002, USX and Marathon their separated and Marathon became an independent, stand-alone energy corporation.

On June 30, 2005, Marathon Oil Corporation (NYSE:MRO) purchased Ashland Inc.'s 38 percent interest in the joint venture and renamed the company, Marathon Petroleum Company LLC.

Today Marathon is the fourth-largest U.S.-based fully integrated international energy company engaged in exploration and production; integrated gas; and refining, marketing and transportation operations. The Company has exploration and production activities in the United States, the United Kingdom, Angola, Canada, Equatorial Guinea, Gabon, Indonesia, Ireland, Libya and Norway. Marathon also is developing integrated gas projects that are linking stranded natural gas resources with key demand areas where domestic production is declining and demand is growing, particularly in North America.

Marathon is the fifth largest refiner in the U.S. with 974,000 bpd of crude processing capacity in its seven-refinery system. Marathon retail operations include over 4,200 Marathon branded stations, spanning 16 states throughout the Midwest and Southeast, as well as an additional 1,600 outlets owned and operated by Speedway SuperAmerica LLC. Marathon Branded locations are operated by independent entrepreneurs, proudly "Fueling the American Spirit". Marathon serves the Midwest and Southeast as a petroleum products marketer with 87 company-owned and -operated light product and asphalt terminals. Additionally, the Company owns, operates, leases or has an ownership interest in approximately 9,900 miles of pipeline.

MARATHON OIL SUBSIDIARY COMPANIES

Aurora Gasoline Co.: A Detroit refiner and marketer that introduced the "Speedway" brand in the early 1930's. Acquired by The Ohio in 1959. The purchase included Aurora's Detroit Refinery, 680 service stations and crude oil reserves in the Scipio field, Mich. The company's premium product, "Speedway 79 Stratofuel" was introduced before WWII. From the war's end until 1962 "Speedway 79" was the primary brand name. In 1959 Marathon purchased Aurora Gasoline Co. and the Speedway 79 logo was redesigned and gas pump globes were eliminated at this time. The Speedway brand was replaced by Marathon in 1962, only to re-emerge in 1975 with Emro marketing Speedway and Starvin Marvin C-stores.

Bonded: An affiliate of Gaseteria-Bonded, Bonded of Ohio remained independent after Gaseteria-Bonded sold out to Esso's Oklahoma division in 1957. Marathon purchased Bonded in 1975 and then merged it into Emro Marketing Company in Nov. 1976.

Cheker Oil Co.: Incorporated as Small Bros. Oil Company in 1954, changed name to Cheker Oil Company in 1967. A collection of Chicago-area brands, the Cheker name replaced "Chief" and Road Chief" in 1968. Marathon acquired a 52.2% majority interest in 1968 from Globe Oil and Refining Co. Marathon's interest was reduce to 50% when a stock option held by J.J. Hannigan was exercised. Cheker purchased the SunGlo operation in 1970 and converted those stations to the Cheker brand. In 1976, Cheker purchased the Imperial refineries operations. Imperial remained a separate brand until 1983 merger with Marathon/Emro. Marathon purchased the remaining 50% interest in Cheker in 1983 and the shares then were all transferred to Emro Marketing Company. Emro replaced most of the Imperial brand with Ecol after 1984.

Colonial/Progressive, Ft. Wayne, Ind.: Independent marketer, founded in the 1930s that operated Colonial stations in Indiana and Progressive stations in Michigan. Colonial Oil Company, Inc. and Progressive Oil Company of Indiana, Inc. were incorporated in 1962. Rock Island purchased 50 shares of United Oil Service, Inc. in 1965 and then purchased 75 more shares in 1972. Progressive Oil Company of Indiana, Inc. merged into Colonial Oil Company, Inc. in 1976 and in 1983 Colonial merged into United Oil Service, Inc.

Consolidated: Purchased by Marathon in 1972 and rebranded Speedway in 1982. Merged into Emro Marketing Company in Jan. 1985.

Crystal Flash: Marathon purchased 31 stores located in Michigan in 2002.

ECOL- Jackson, Miss.: Regional independent that marketed throughout the Southeast. Marathon acquired 50% interest in 1978 and acquired the remaining 50% interest in 1984. It was merged into Emro Marketing Company in 1985.

Emro Marketing Company, Del.: incorporated as Bonded Oil Company in 1974 then changed its name to Emro Marketing Company in 1976. Consolidated Stations Incorporated, Bonded Oil Company [Ohio], Speedway petroleum Corporations and Gastown, Inc. of Delaware merged into Emro in 1976. The following mergers then occurred: Cheker Oil Company [1984]; Port Oil Company retail marketing subsidiaries [1984]; Globe Oil Company, U.S.A. [1986]; Webster Service Stations, Inc. [1987]; New Service Corporations [1989]; R. I. Marketing, Inc. [1989]; Bonded Supply Co. and Express Oil Company [1993]; Bosart Co. [1993]; Wake Up Oil Co., Inc. [1993]; Emro Propane Company [1994] In 1997 Emro Marketing Company merged into Speedway SuperAmerica LLC.

Gastown, Inc. of Delaware: Cleveland marketer in which Marathon purchased 50% interest in 1963, acquired the remaining 50% in 1971, and then merged it into Emro Marketing Company in 1976.

Globe Oil Company, Chamblee, Ga.: Regional independent that marketed in Georgia and North/South Carolina. Marathon purchased 50% of outstanding shares in 1977 and then purchased the remaining 50% in 1985. Shares were all sold to Emro Marketing Company in 1986. Globe Oil was the originator of the "Starvin' Marvin" convenience store operation, and the name was adopted for use by all of the Emro operation stores. Globe also claimed the c-store name of "Low Ball Luke," although it was never used by Emro.

Golden Imperial, Indianapolis, Ind.: Small, regional independent purchased by Rock Island in the 1970s. A wholly-owned subsidiary of United Oil Service, Inc.; 50% was purchased by Rock Island Refining Corporation in 1965; additional shared purchased in 1972. Merged into United Oil Service, Inc. in 1983.

Hi-Way: Republic's secondary brand.

Imperial Refineries, Clayton, Mo.: Founded in 1915 as a refiner/marketer. Imperial operated discount stations throughout the Midwest and South until the early 1980s.

J.A. Hogshire Oil Company, Indianapolis, Ind.: Founded in 1926 and an original member of the Independent Oil Men of America, Hogshire operated under the **Criteria brand.** In 1937 the **Wake Up** brand was introduced. Wake Up System, Incorporate started in 1938, changed name to Wake Up Oil Co., Inc. in 1947. Rock Island Refining Corporations purchased 1/3 of issued and outstanding shares, R.M. Stith and J.A. Hogsten each owned 1/3. In 1962, Wake Up purchased Stith's shares. In 1989 Marathon acquired a 50% interest in Wake

Up Oil Co., Inc. with the purchase of Rock Island. In 1993, Wake Up merged into Emro Marketing Company.

Kwik Sak, Nashville, Tenn.: Regional convenience store chain purchased by Emro in mid 1990's and sold in 2002.

Lincoln Oil Refining Co.: Purchased by Ohio Oil in 1924 and served as the primary brand until about 1939. Operated the Linco brand, which was merged with the Marathon Brand.

Martin Oil Service, Alsip, Ill.: Martin Oil Service was a division of Martin Oil Company (family-owned) that expanded coast to coast in the late 1950's. J. D. Street (Zephyr), eventually purchased the originally Martin Oil Company operation. However, Martin Oil Service continued to operate separately until being sold to Marathon's Emro Marketing in 1993.

Naph-Sol Refining Co, Muskegon, Mich.: Naph-Sol entered the gasoline market with the introduction of Zephyr gasolines in 1932. Marketing continued through jobbers and independent dealers in Michigan and Wisconsin until 1989 when Naph-Sol was bought out by Rock Island Refining.

Old Dutch refining Co.: Founded in 1930, Old Dutch was purchased by Aurora Gasoline Co. In the late 1950's.

Osceola refining Co., Reed City, Mich.: Independent Refiner/marketer purchased by United Refining in 1973. Naph-Sol purchased the operation after the 1970s petroleum shortages and continued to operate the brand, in limited markets, until the mid-1980s.

Pilot Travel Centers LLC: Knoxville, Tenn.: Marathon acquired 50% of outstanding share of Pilot Oil Corp. (Tenn.) in 1965 and transferred that interest to Emro Marketing Company in 1988. In exchange for shares of Globe Oil Company, U.S.A., Emro transferred its 50% interest back to Pilot Oil Corporation. In 2001, a joint venture was formed with 50% owned by Pilot Corporation and 50% owned by Marathon. By 2007, PTC stores numbered 269 and stretched across 37 states and Canada. In 2008, Marathon sold its interest in Pilot Travel Centers LLC.

Port Oil Co. –Charleston, S.C.: Regional independent that marketed in North and South Carolina. Marathon purchased 50% interest in 1979 and remaining purchased by Marathon/Emro in January 1984.

Red Fox Oil Co.: Purchased by Linco in 1928 and rebranded Linco at that time

Republic Oil Co.: Dating from early 1923, Republic was a successor of Riverside Oil Co., originator of the "Marathon" trademark. By the 1950's the corporate name was Plymouth Oil Co.. Marathon purchased the operation in 1962.

Rock Island Refining, Indianapolis, Ind.: Founded in Duncan, Oklahoma in the 1920s, Rock Island was a mid-continent marketer until WWII. Having shifted to war-time refining and virtually abandoning retail gasoline. The company was purchased by the Koch family in 1946 and moved to Indianapolis, where it became a major source of unbranded gasoline for independent marketers. Over the years, the company acquired several Indiana and Michigan marketers including Colonial/Progressive, Ft. Wayne; Tulsa of Detroit; United of Indianapolis; Naph-Sol of Muskegon, Mich.; and Golden Imperial of Indianapolis. By the mid-1980s, "United" had become the primary brand, replacing the others where convenient. In 1989 Marathon's Emro Marketing purchased Rock Island and many United locations were converted to the Speedway brand.

Speedway SuperAmerica LLC: incorporated in Michigan as Speedway Petroleum Corporation in 1938. In 1949, 50% of outstanding shares purchased by Aurora Gasoline Company, which then acquired the remaining 50% in 1957. In 1959 The Ohio Oil Company acquired 100% in Aurora. Speedway Petroleum Corporations was dissolved in 1962 and reincorporated in Delaware. In 1975 Marathon Oil Company purchased 1,000 shares of Speedway Petroleum Corporation, which was merged with Emro Marketing Company in 1976. Emro subsequently merged into Speedway SuperAmerica LLC in 1997. The company is now headquartered in Enon, Ohio.

Tower Oil Co.: Purchased and rebranded Marathon in 1958.

Transcontinental Oil Co.: Purchased by Ohio Oil in 1930 and kept separate from Linco until 1936. Marathon brand had replaced Linco by WW II. The purchase included 376 service stations and 96 bulk plants and the Marathon brand.

Tulsa Oil Co., Detroit, Mich.: Tulsa is an old Detroit independent brand that sold out to Crystal Refining in the early 1970s, Rock Island Refining Corporation purchased 50 shares of United Oil Service, Inc. in 1965, which changed its name to R. I. Marketing, Inc. in 1983. In 1983 Tulsa Oil Corporation merged into United Oil Service, Inc. The United brand name replaced Tulsa in 1985.

United Oil Service, Inc., Indianapolis, Ind.: United was an Indianapolis-based discount marketer with stations throughout Indiana and few in Michigan. Rock Island Refining Corporation purchased 50 shares of United Oil Service, Inc. in 1965. United Oil Service, inc. changed its name to R. I. Marketing, Inc. in 1983. and became the brand name used to consolidate all of Rock Island's marketing. In 1989, Rock Island Refining Corporation merged into Emro Marketing Company. Most of the United stations were rebranded Speedway in 1990 but some locations remained United.

Value-Webster Service Stations- Greenville, S.C.: Regional independent that marketed in North and South Carolina. Originally incorporated in 1964, Marathon owned 50% and purchased the remaining 50% in 1984. Merged into Emro Marketing Company in 1987. Value marketed under both the Value brand and the Gas King brand.

HISTORY

Since 1887, Marathon Oil Corporation has been making energy history. The following is a timeline tracking the Company's growth and evolution as a leader in worldwide energy innovations.

1887 - 1931 1943-1967 1971-1986 1990-Present

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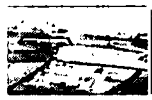
1971

Marathon discovers the Kinsale Head natural gas field offshore Ireland. Production from two platforms begins in the late 1970s, providing Ireland with its first indigenous source of natural gas to date.



1976

Marathon purchases international exploration and production company, Pan Ocean Oil Corporation, gaining assets in the United Kingdom, Nigeria, Norway and Indonesia.

1977

To meet the fuel demands of modern catalytic converter-equipped cars, Marathon Oil Company acquires a new refinery in Garyville, Louisiana, the nation's first grassroots refinery in more than a decade.

1982

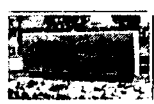
Marathon Oil Company becomes a wholly owned subsidiary of the **United States Steel Corporation.**

1983

Marathon's Brae A platform in the South Brae Field comes onstream in the North Sea, beginning production in the United Kingdom.

1984

Marathon Oil Company acquires the exploration and production properties of Husky Oil, a premier producer in the state of Wyoming.



1985

The Yates Field produces its billionth barrel of oil.

1986

As a result of large-scale restructuring, the United States Steel Corporation changes its name to **USX Corporation**, which includes the Marathon Group and United States Steel LLC. Marathon brings the KH Field in Indonesia's offshore Kakap Block onstream.

USX

Suppliers Contractors Royalty/Interest Owners MRO 0.405

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Global Operations Technology Investor Center News Social Responsibility Careers About Us

About Us

Our Values

Business Strategy

Board of Directors

Management

History

Contacts

HISTORY

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1887 - 1931 | 1943-1967 | 1971-1986 | 1990-Present

1990

Marathon establishes its headquarters in Houston, Texas.

1998

Marathon and Ashland Inc. form **Marathon Ashland Petroleum LLC (MAP)**, a joint venture combining the companies' refining, marketing and transportation businesses. At the end of its start-up year, MAP emerges as one of the foremost firms in the downstream sector of the American petroleum industry. Marathon also adds Canadian assets through its acquisition of Tarragon Oil & Gas Ltd.

2001

Marathon acquires Pennaco Energy, adding a leading coal bed methane asset and expanding its natural gas resources in North America. The USX Corporation's Board of Directors votes to separate the Marathon Group and United States Steel LLC and re-establish them as two independent companies.

2002

Marathon Oil Corporation established as a standalone company trading on the New York Stock Exchange under the symbol MRO. Marathon acquires CMS Energy's assets in Equatorial Guinea.

2003

Marathon acquires Khanty Mansiysk Oil Corporation (KMOC), forming the basis for a new core area in Russia.

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2005

Marathon becomes 100 percent owner of Marathon Ashland Petroleum LLC. Marathon Ashland Petroleum LLC changes name to Marathon Petroleum Company LLC.

2006

Marathon finalizes plans for $3.2 billion Garyville, Louisiana, refinery expansion that will increase plant's capacity by 180,000 barrels per day. When completed in late 2009, Marathon will supply an additional 7.5 million gallons of clean transportation fuels to the market each day.

2007

Marathon completes its acquisition of Western Oil Sands Inc. through a cash and securities transaction of approximately US$5.8 billion, plus Western's outstanding debt valued at approximately US$1.1 billion, for a total transaction value of US$6.9 billion.

2007

Delivered first liquefied natural gas (LNG) cargo from Equatorial Guinea Train 1 LNG project.

2008

Achieved first oil on the Alvheim/Vilje development offshore Norway, and the Neptune development in the deepwater Gulf of Mexico.

2008

Announced the sale of non-core, outside-operated interests in the Heimdal area offshore Norway; Kinsale Head, Ballycotton and Seven Heads assets in Ireland; and 50 percent ownership interest in Pilot Travel Centers.

2009

Announced first oil from the Volund Field offshore Norway

2009

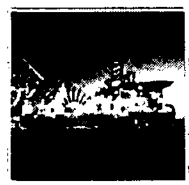
Completed the Garyville, Louisiana, refinery expansion that increased the plant's capacity by 180,000 barrels per day.

2009

Acquired concessions in Poland.

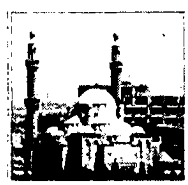
2010

Announced first oil from the Deepwater Gulf of Mexico Droshky development.



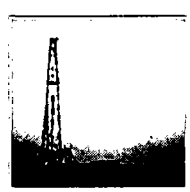
2010

Acquired position in the Iraqi Kurdistan Region.



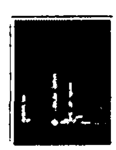
2010

Entered the Eagle Ford Shale in Texas.



2011

Completed a $3.5 billion investment the Eagle Ford Shale play in Texas.



2011

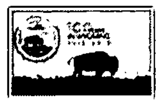
Marathon Oil Corporation becomes independent upstream company.

2012

Marathon Oil Corporation celebrates 125 years in the oil and gas business.

2012

Marathon Oil Corporation celebrates 100 years in Wyoming.



2012

Marathon Oil Corporation announces entry into Ethiopia and Kenya and re-entry into Gabon.

2012

First production from the PSVM Development offshore Angola commences.

2013

Marathon Oil Corporation sells Alaska business unit.

HISTORY

Since 1887, Marathon Oil Corporation has been making energy history. The following is a timeline tracking the Company's growth and evolution as a leader in worldwide energy innovations.

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Annual Review

Fact Book

Living Our Values Report

| 1887 - 1931 | 1943-1967 | 1971-1986 | 1990-Present |

1943

The Ohio dissolves the Illinois Pipe Line Company and creates its own internal pipeline department. The Ohio begins prospecting in Canada and Guatemala.

1948

Amerada, Conoco and The Ohio Oil Company combine to form the Conorado Petroleum Corporation to identify geologically promising production sites worldwide.

1949

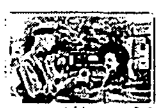
Drilling discoveries in Alberta, Canada, result in The Ohio's first international oil production.

1954

The Ohio and partners lease the Swanson River Area, entering Alaska.

1959

The Ohio purchases the Aurora Gasoline Company, taking the company's gasoline sales beyond the national industry average. The Ohio's pipeline department forms Marathon Pipe Line Company. The company opens an office in the United Kingdom to handle interests in the Eastern Hemisphere.



1961

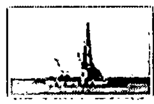
Following the discovery of the Kenai natural gas field in 1959, The Ohio begins supplying natural gas to Anchorage, the largest city in Alaska.

1962

In celebration of its 75th anniversary, The Ohio changes its name to ***Marathon Oil Company*** in honor of its brand-name motor fuel and launches its new logo design. Marathon Oil Company acquires Plymouth Oil Company, launching the company into the wholesale gasoline business. Marathon, Amerada Hess and Conoco form The Oasis Group and achieve world-class commercial oil discoveries in Libya's Sirte Basin.

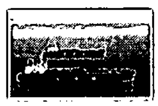
1965

A pioneer in the region, Marathon discovers the McArthur River oilfield in the Cook Inlet region - fully establishing the company in the state of Alaska.



1967

Marathon Oil Company leads the development of the world's first ocean tankers specially designed to transport liquefied natural gas (LNG). Exports of LNG to Japan begin in 1969.



Marathon Oil ~~Corporation~~ Company

HISTORY

Since 1887, Marathon Oil Corporation has been making energy history. The following is a timeline tracking the Company's growth and evolution as a leader in worldwide energy innovations.

1887

The Ohio Oil Company is founded under the leadership of president Henry M. Ernst in northwestern Ohio-the country's leading center for crude oil production at this time. "The Ohio" becomes the largest oil producer in the state.

1889

John D. Rockefeller's Standard Oil Trust purchases The Ohio.

1905

The company moves its headquarters from Lima, Ohio, to Findlay, Ohio.

1908

Establishing itself as a major pipeline company, The Ohio now controls one half of the field production in three states.

1911

The Ohio resumes independent operation following the dissolution of the Standard Oil monopoly, as a result of Teddy Roosevelt's trust busting campaign. James C. Donnell becomes president of the company.

1912

The Ohio goes prospecting for oil in Wyoming, with its first entry into the state.

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1915

The Ohio assigns 1,800 miles of pipeline, as well as gathering and storage facilities, to the newly acquired Illinois Pipe Line Company.

1924

The Ohio purchases the Lincoln Oil Refining Company to better integrate and develop crude oil outlets.

1926

The Ohio discovers the Yates Field in West Texas. The Ohio forms the Ohio-Mexico Oil Company to manage seven concessions in northern Mexico.

1930

The Ohio purchases the Transcontinental Oil Company, acquiring the Marathon product name, the Pheidippides Greek runner trademark, and the "Best in the long run" slogan. The Ohio Oil Company's stock is publicly traded on the New York Stock Exchange for the first time.

1931

Drilling discoveries in Mexico result in The Ohio's first international natural gas production.

About Us History

GLOBAL OPERATIONS
Angola
Canada
Colorado
Corporate Headquarters
Equatorial Guinea
Ethiopia
Gabon
Gulf of Mexico
Kenya
Kurdistan Region of Iraq
Libya
North Dakota
Norway
Oklahoma
Texas
United Kingdom
Wyoming

INVESTOR CENTER
Corporate Governance
Press Releases
Events & Presentations
Financial Information
SEC Filings
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Shareholder Services
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Environmental Stewardship
Socio-Economic
Workforce
Reporting

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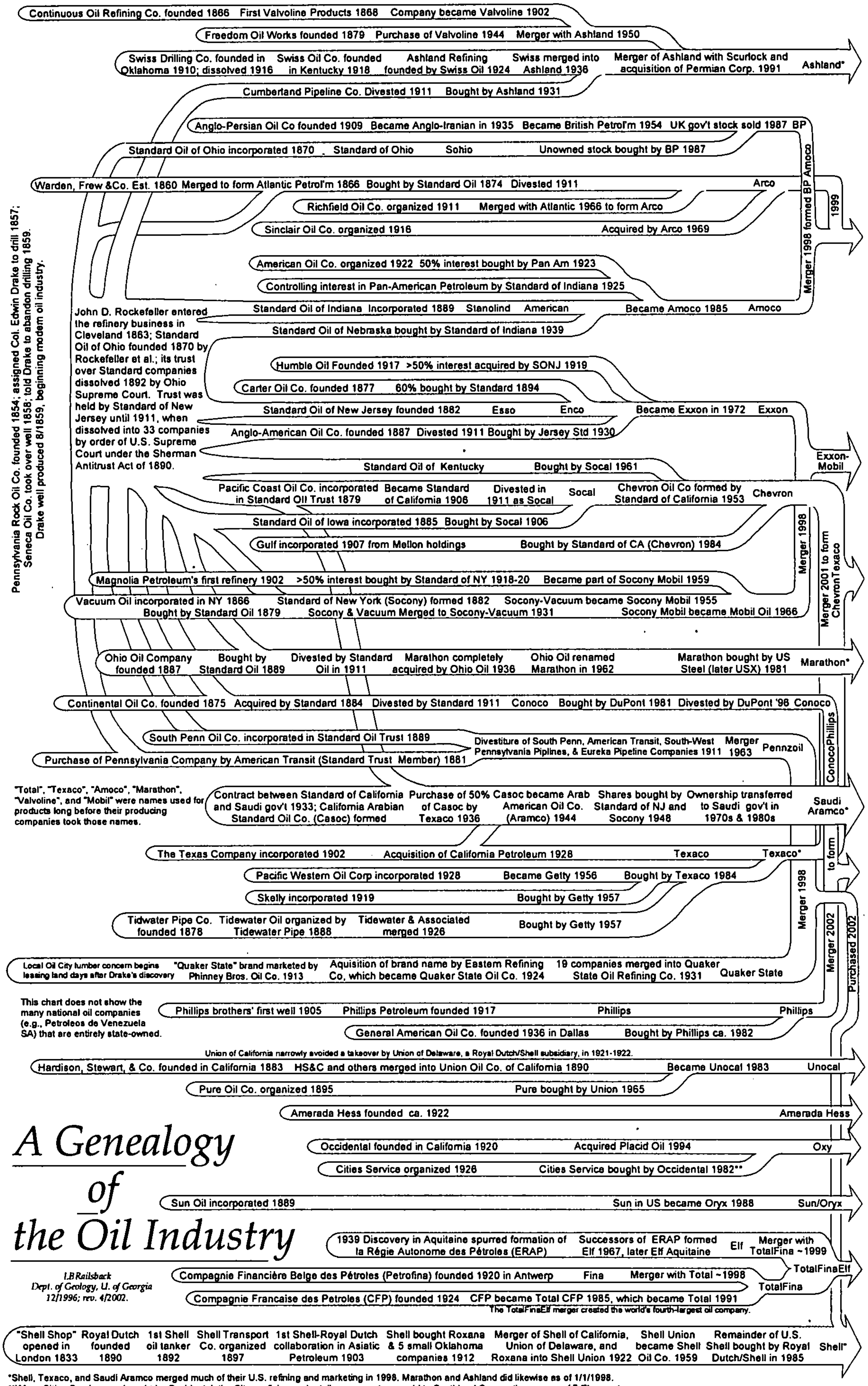
Royalty/Interest Owners

ABOUT US
Our Values
Business Strategy
Board of Directors
Management
History
Contacts

Requested Documents for Delaware SOS

Marathon Oil
Wilcox Oil
Continental Petroleum
Transcontinental Oil
Producers Oil
Interocean Oil
Ohio Oil



A Genealogy of the Oil Industry

L.B Railsback
Dept. of Geology, U. of Georgia
12/1996; rev. 4/2002.

*Shell, Texaco, and Saudi Aramco merged much of their U.S. refining and marketing in 1998. Marathon and Ashland did likewise as of 1/1/1998.
**When Cities Service was bought by Occidental, the Citgo refining and retail component was sold to Southland Corporation, owner of 7-Eleven stores. Southland sold half of Citgo to Petroleos de Venezuela SA (PDVSA, the Venezuelan national oil company) in 1987 and the second half to PDVSA in 1990.

LBR 818PetroleumHistory6

▶Routing your chat request to a Corporations Information Center Representative . You are person 1 of 1 waiting to be served. Important: Please do not provide sensitive information (such as social security numbers, etc.) while chatting.

▶You are now chatting with 'Mazie' with the Delaware Division of Corporations Information Center.

Lance: Is there a form I need to fill out to request a corporate records search?

Mazie: Could you give me the name of the company and/or file number so I can review the account?

Lance: Producers Oil

Lance: I have a few

Mazie: Will you be requesting plain copies or certified copies

Lance: plain copies

Lance: Transcontinental Oil, Marathon Oil Company

Mazie: Due to the age of Producers Oil, I cannot provide a quote for the amount to obtain plain copies of all charter documents. You will have to submit the request and our office will have to contact you for the amount due

Mazie: TRANSCONTINENTAL OIL COMPANY

Mazie: (DE file #0085328)

Mazie: has a total of 8 corporate documents on file.

Mazie: Will you be requesting a plain copy of all 8 documents

Lance: yes, plain-copies.

Mazie: In order to obtain a plain copy of all charter documents for file #0085328, a written request will need to be submitted to our office with a payment of $78.00. For this fee, the request is processed on a routine basis which takes a minimum of 7 business days to process from the date received.

Mazie: ? Same Day processing is available for an additional $40.00 and can be faxed in to our office with payment by Visa, Master Card, Discover or American Express. The request would have to be received by 2 p.m. EST for Same Day Processing and would be sent out either the date of receipt or the next business day depending on the time of completion via regular first class mail unless you provide a Fed Ex or UPS account number for return.

Mazie: ? 24 hour processing is available for an additional $20.00 and can be faxed in to our office with payment by Visa, Master Card, Discover or American Express. The request would have to be received by 7 p.m. EST and would be sent out either the day after receipt or the next business day depending on the time of completion via regular first class mail unless you provide a Fed Ex or UPS account number for return.

Mazie: ? A Certification Sheet is available at the following link:

Mazie: http://corp.delaware.gov/certmemo.pdf

Mazie: which can be completed online and printed out to be submitted to our office via fax with payment by one of the credit cards listed above or can be sent via regular mail or overnight mail with a check made payable to Delaware Secretary of State.

Mazie: Our office has three listings under the name of Marathon Oil Company

Lance: Do I use the same form to request the Producers Oil documents?

Mazie: Yes

Lance: Ok, I will get some clerification on the Marathon Oil Company.

Lance: Do you have Wilcox Oil Company, Interocean Oil?

Mazie: Wilcox Oil Company (DE file #0610712) will cost $50.00 for routine processing

Mazie: Interocean Oil Company (DE file #0096615) is too old to provide a cost

Lance: I will fill out the forms, for the entities you provided. For the entities without a cost estimate, do I provide credit information for those as well or wait for the estimate?

Mazie: You can provide credit card information and an amount that you are authorizing us to charge and if the request exceeds that amount to call for authorization in the comments

Lance: Thank you for your help.

▶Your chat transcript will be sent to nixon.lance@epa.gov at the end of your chat.

Lance: Do you have anything on Ohil Oil

Mazie: One moment

Lance: sorry Ohio Oil

Mazie: No problme

Mazie: problem

Lance: Marathon Oil, all 3 entities will work.

Mazie: One moment

Lance: no problem

Mazie: Thanks for your patience

Lance: No worries, I have plenty to occupy myself while waiting.

Mazie: Thanks.

Mazie: The fee for Ohio Oil Company (DE file #0561220) is $30.00

Mazie: I am checking on the other 3

Lance: ok

Mazie: 0082311 MARATHON OIL COMPANY is $20

Mazie: 0242228 MARATHON OIL COMPANY is $30

Mazie: 0607728 MARATHON OIL COMPANY is $24

Mazie:

Lance: Thank you, and all of these are for plain copies that will give me corporate documents that includes articles of incorpation and mergers, etc.

Mazie: Yes, it includes all documents on file. Incorporation, Amendments, Mergers etc....

Lance: ok I think that does it for now. Thank you.

Mazie: You are welcome

EPA	United States of America Environmental Protection Agency

A FAX FROM: Region 6 - Superfund Division

TO:	FAX NO.:
State of Delaware Division of Corporations	302-739-3812
SUBJECT: Corporate Documents request	
FROM: Lance Nixon	**PHONE NO.:** 214-665-2203
OFFICE: 6SF-TE	**FAX NO. FOR:** (214) 665-6660
COMMENTS:	
DATE and TIME:	**NO. of PAGES:**

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